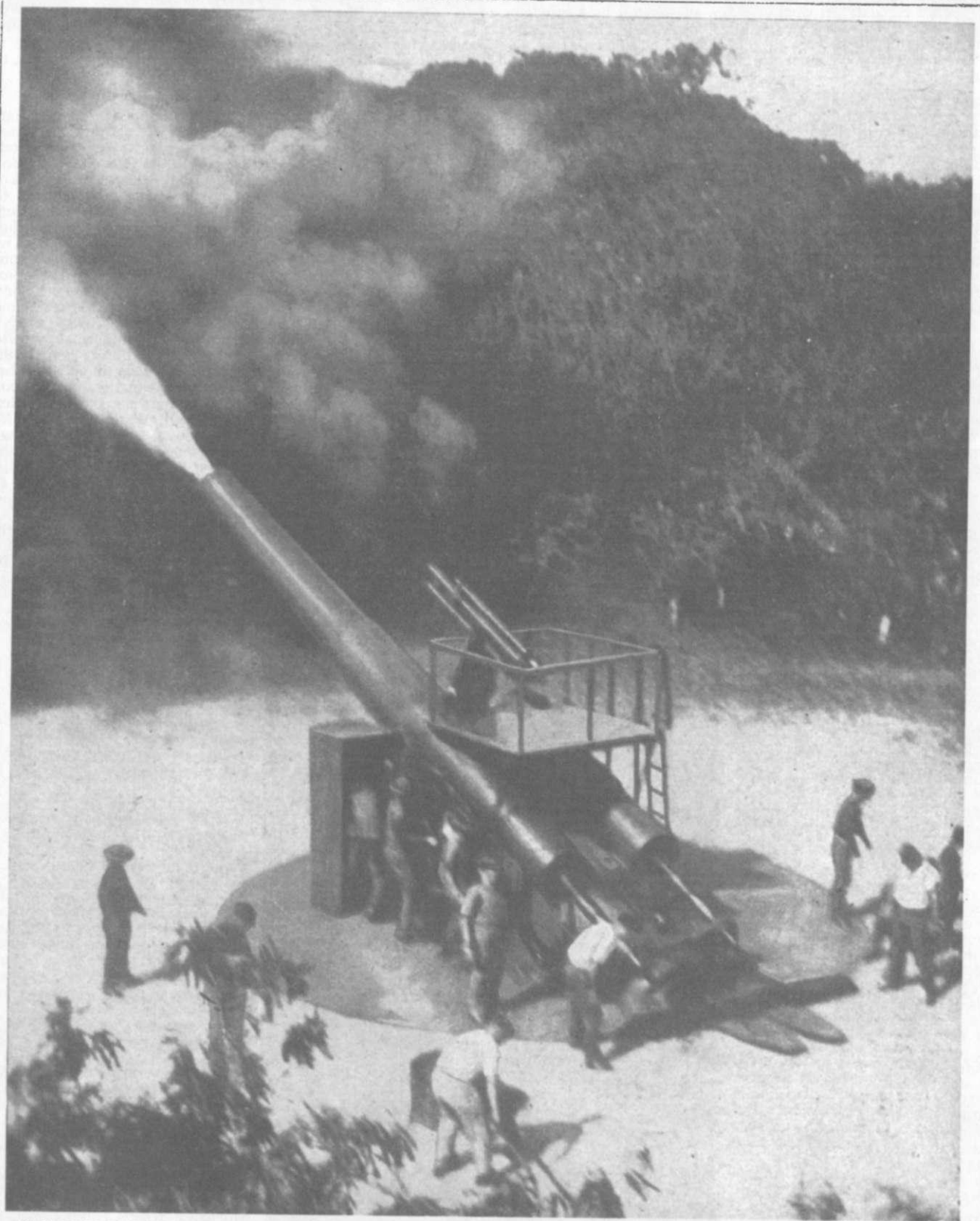
Vol 5 The War Illustrated N° 121

FOURPENCE

Edited by Sir John Hammerton

FEB. 20TH. 1942



CORREGIDOR ROARS DEFIANCE. One of General MacArthur's big guns in action against the Japanese invaders of the Philippines. Corregidor is the rocky island fortress which stands at the entrance to Manila Bay, denying its use to the Japanese invaders. Though heavily attacked from the air, it continued to hold out, affording valuable assistance to the American-Filipino troops on the Batan Peninsula. On Feb. 1 a Japanese force assembling at Ternate to attack Corregidor was blasted by the heavy artillery of the fortress.

Radioed photo, Keystone

NO 122 WILL BE PUBLISHED SATURDAY, FEB. 28

THE RUSSIANS EXPECT TO WIN BY THE WINTER

FROM all the fronts the news is bad, and we are told on high authority that before we can expect it to get better it will almost certainly get worse. From all the fronts save one. From Russia, and from Russia alone, for weeks past the news has been good, is still good, and may well get better.

Really the Russians are amazing fellows. Last year from June to November they were in retreat. They put up a tremendous fight, it is true; they proved themselves in battle to be far stouter and more determined than had been expected even by those who counted themselves among the Soviet's friends, even admirers. Then at the beginning of December the communiqués began to tell a different story. The Russians, who had been retreating, began to advance . . . And the reversal of fortune which began at Rostov has not yet been checked. Still Stalin's men are recapturing, yard by yard and mile by mile, field by field and village by village, the territory which they scorched and abandoned in the great withdrawal of last year. How long this counter-offensive will be maintained none can say. But it is significant that the Russians themselves believe that Hitler's armies have still plenty of punch left, and that when the snows melt and the ground thaws the line of battle may once again draw nearer to Moscow.

THIS was one of many interesting points contained in the talk given by Sir Stafford Cripps at the Ministry of Information a few days ago. "The general conception in Russia is that the Germans will be driven back a long way (he said). A new German offensive is anticipated in the spring, which may make some headway into Russia. Then I think the Russians will give the *coup de grâce* to the Germans in the autumn or winter. I do not think the Russians will stop at the German borders, but are out to defeat the Germans conclusively."

Here are some more things Cripps told us; we ought to take careful note of them since they come from a man who really knows Stalin, who really knows his Russia and the Russians, and who (O rarity amongst our diplomatists!) has a diplomatic triumph to his credit.

MANY people, he reminds us, thought that Russia would not be able to cope with the German blitz attack because of her inability to organize behind the fighting line. But the Russians have not only kept their 2,000-mile-long front in being during a fighting retreat over hundreds of miles, but they have carried out a scorched earth policy, moved their key industries into safe zones, and, to crown all, maintained supplies for an army of 9,000,000 men. "I don't suppose that all the 9,000,000 are fully equipped for front-line fighting in the winter, but the equipment of the troops in the front line and reserve is very adequate." By June the Russians will have an army twice as big as before the war, and it will be fully equipped.

How are we to account for this extraordinary achievement? The answer lies in the loyalty and determination of every individual Russian. Even before the war Russian feeling against the Germans was very strong, but when Hitler launched his attack every single Russian individual, man, woman and child, made up his or her mind that at all costs they would defend their country against the German invaders. Of course, the cost has been enormous in terms of suffering and domestic tragedy. Food has been short, since transport has had to be concentrated on supplying the army. People have gone cold, "and unless you have lived in Russia it is difficult to realize what it means when the temperature is 30 degrees or 40 degrees below zero. If all their windows are broken it is impossible to maintain any warmth, and the trouble is that so many windows were broken." Yet, in spite of all, "when I returned to Moscow last month, I had never seen the population with their tails higher up. They were magnificent . . ."

ANOTHER encouraging feature is that the Russians have discovered and use a number of very young generals. Particularly in the fighting on the Moscow front a great many young officers in the thirties have shown their brilliance and have been promoted to commands. They have done magnificently, but all the same, the plan for the defence of Moscow and the counter-attack was conceived by Premier Stalin. Although in the veteran Marshal Shaposhnikov he has a most competent Chief of Staff, Stalin himself (Sir Stafford Cripps makes plain) is the brain of the Russian resistance, the real military genius of the war on the Eastern Front.

Then in the matter of war production the Russians have worked wonders. Many of their industries in the areas overrun or threatened by the Nazis were moved to the east in good time, and some of these are already functioning afresh. Industrial development in the Urals and beyond is very great indeed—at least double or treble their capacity at the beginning of the war. But, none-the-less, the Russians need our help; and so far they have been very satisfied with the assistance we have given them in the way of planes and tanks. Altogether, then, concludes the Man from the Kremlin, we have every reason to be optimistic about the issue of the coming campaign.

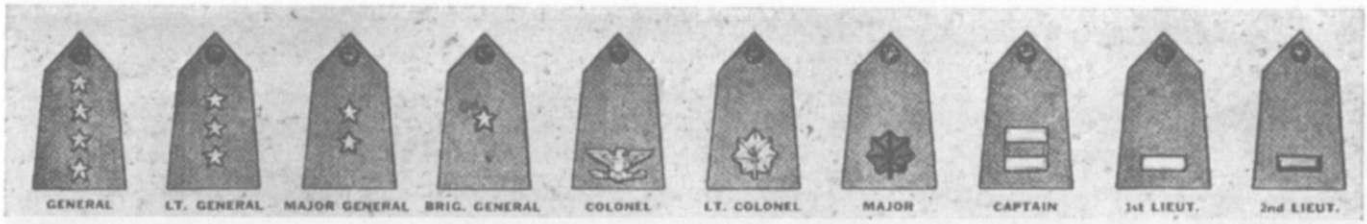
YES, they are amazing people, the Russians. But those of us who know our history should not be so very surprised. Under Stalin and the Bolsheviks the Russians have done well; but when all things are considered they—the rank and file of the army, the junior officers, the great mass of the people—did well even under "the purblind, corrupt, incompetent tyranny" that was the Tsarist regime. Mr. Churchill once protested against that forthright description, but Mr. Lloyd George, out of greater knowledge and broader sympathy, has maintained that Tsarism fell "because every fibre of its power, influence and authority had rotted through and through." Yet under that rotten system the Russians fought for nearly three years—three years of almost continuous, one might say altogether senseless, slaughter. In his "War Memoirs" Mr. Lloyd George quotes message after message sent by the Russian C.-in-C.'s Chief of Staff to the War Minister in Petrograd. As early as April 1915 he was complaining that "the question of cartridges and rifles is a bloody one." A month later, "from all armies the cry goes up 'Give cartridges.'" Another week: "Yesterday the Germans dropped on to a section of one of the regiments 3,000 heavy shells. They demolished everything. And we fired barely 100." In their metal-battered trenches the unarmed living among the Russians snatched the rifles of the fallen; and when rifles failed, as they so often did, they fought with knives and bare fists. The casualties were horrible; but when someone in the Duma complained, a Russian general is reported to have said, "Don't worry yourself. Thank God, of men, at all events, we have enough." That sort of thing went on for nearly three years.

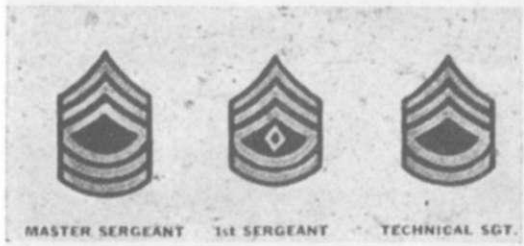
SIR STAFFORD CRIPPS, M.P., photographed on his return to London from Moscow after relinquishing his post as Ambassador to the U.S.S.R. *Photo, Central Press*

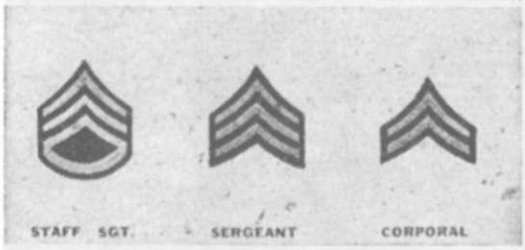
THAT is what the Russians were like a generation ago; their grandfathers were the same, the men we fought in the Crimea, and their great-grandfathers who put Napoleon "on the spot." Do you remember that famous chapter in Tolstoy's "War and Peace," in which he describes the battle of Borodino in 1812—the battle which was not a battle but a prolonged massacre? Napoleon had used all the old manoeuvres that had been invariably crowned with success, yet so far from victory being secured, "from all sides the same tidings kept pouring in, of killed or wounded generals, of reinforcements needed, of the troops being in disorder, and the Russians impossible to move." They ought to have fled, according to all the rules of Napoleonic experience. But they stood—and died rather than give way. Afterwards they put up an obelisk at Borodino—it is only 10 miles from Mozhaisk, where Hitler's men are dying today—with the inscription "End of offensive. Beginning of flight and ruin of the enemy." Perhaps it is there still.

E. ROYSTON PIKE

From Across the Atlantic New Comrades Come





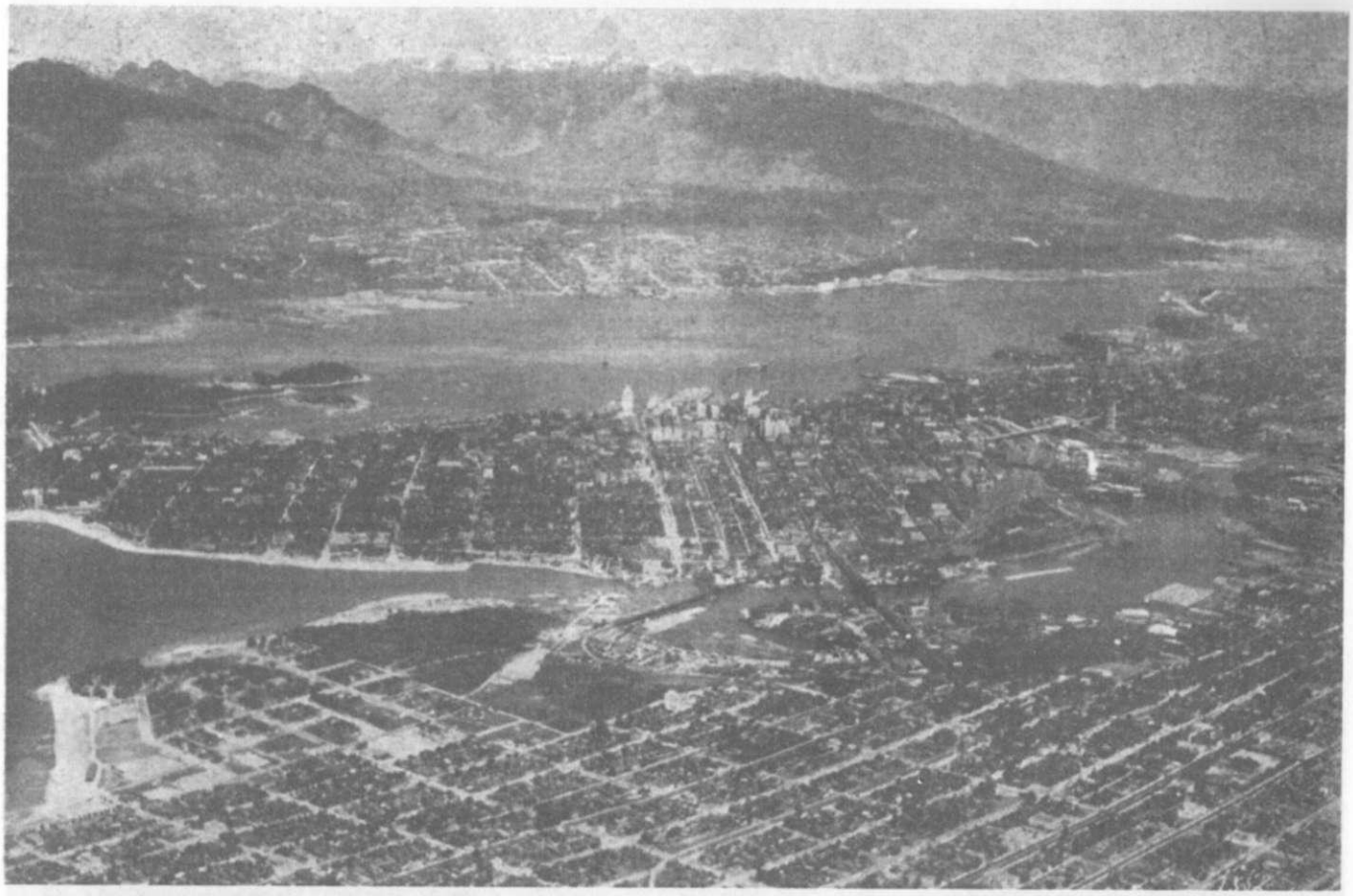


INSIGNIA worn by commissioned and non-commissioned officers in the United States Army are seen above and left. When the insignia are the same (viz. 2nd Lt. and 1st Lt. : Major and Lt.-Col.) the higher rank is in gold and the lower rank in silver. Among N.C.O.s the rank of Master Sergeant corresponds to our R.S.M. A single stripe (not shown left) denotes a 1st class Private. A 1st Sergeant is also known as a top sergeant. The ordinary infantry sergeant is known as a line sergeant. The men's olive green cap is piped with a colour denoting the arm of the service, but the officer's piping of black and gold is invariable.

'OLD GLORY' FLIES IN IRELAND as a detachment of American troops, some of the first contingent to come to the United Kingdom since the last war, marches from the quayside after disembarking at a Northern Ireland port on Jan. 26. The contingent was under the command of Maj.-Gen. Russell P. Hartle, and its safe arrival was described by Sir Archibald Sinclair, in his speech of welcome, as "a gloomy portent for Mr. Hitler." Symbolic of the understanding between the two great democracies is the handshake with which a British sergeant greets a newly arrived American colleague, centre right.

Photos, P.N.A. and The Daily Mirror

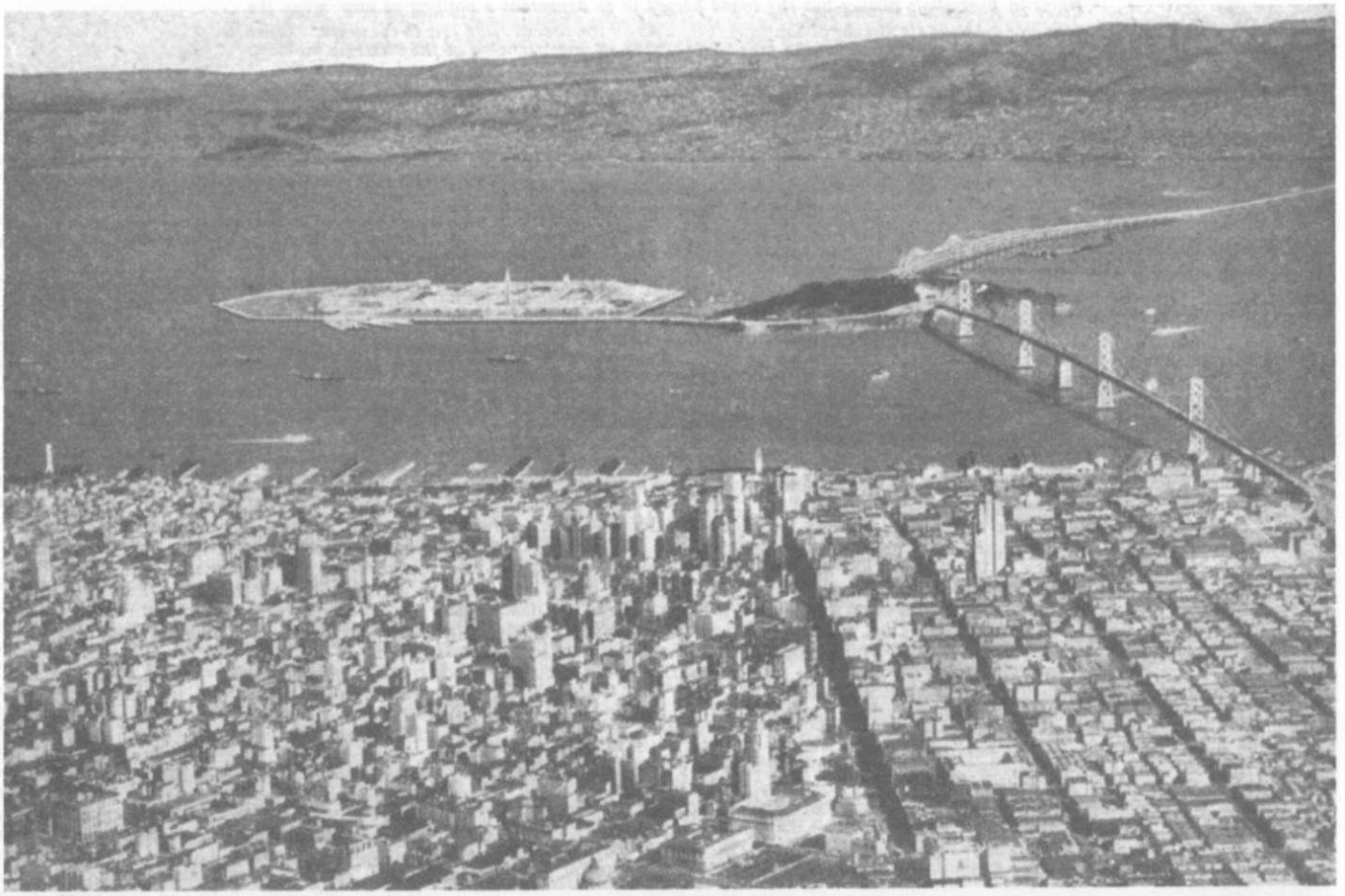
At Far Distant Corners of the Vast Pacific



VANCOUVER (above), which celebrated its jubilee in 1936, is the great Canadian terminal point on the Pacific. It lies at the wooded western edge of British Columbia and, standing on the south side of Burrard Inlet, it has one of the finest natural harbours in the world.

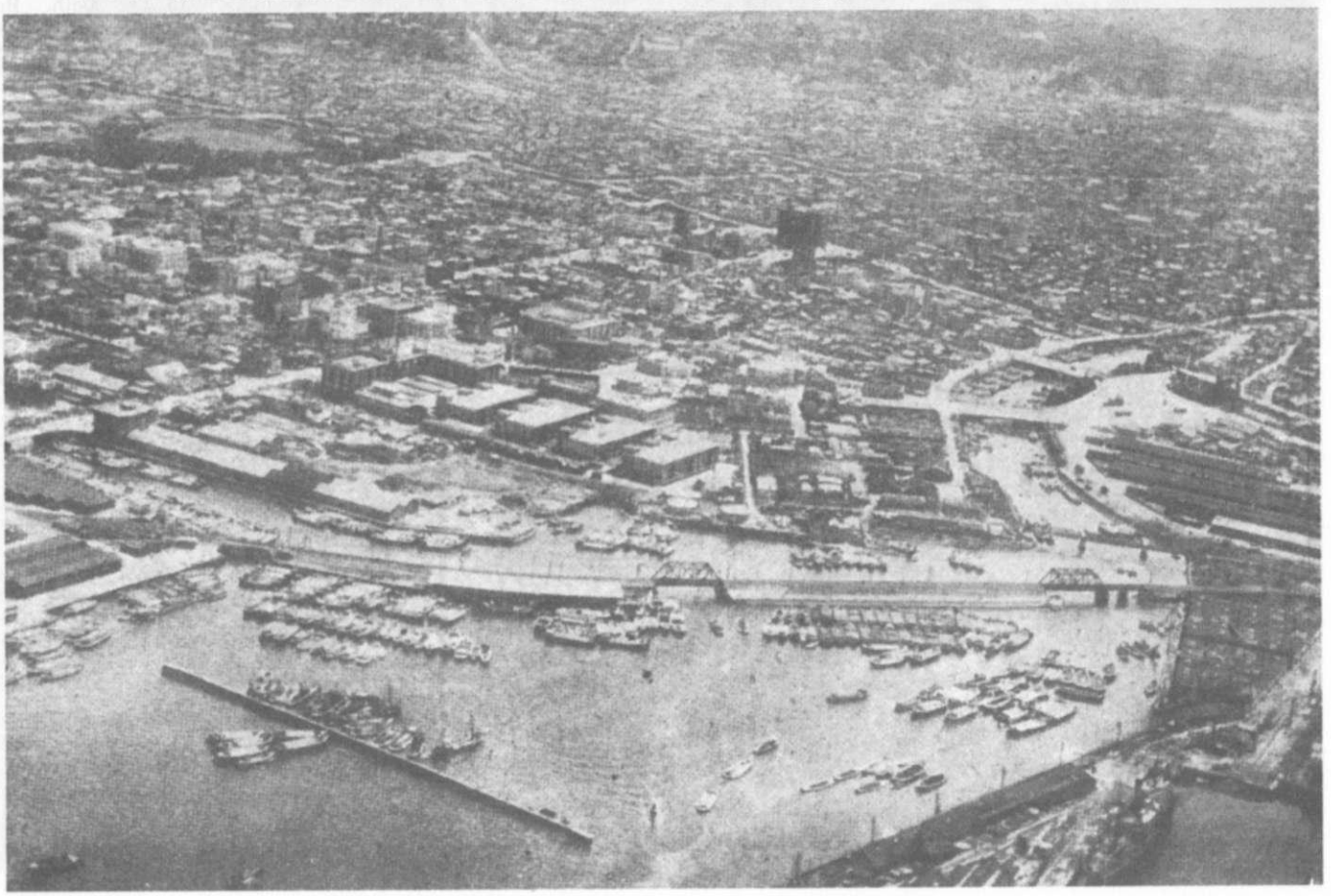
SYDNEY (below), in New South Wales, at the other end of the Pacific, is the most important port in Australia, and the harbour, thirteen miles in depth, is cut up into bays and headlands which provide some 200 miles of sea frontage. The photograph shows Harbour Bridge, opened in 1932.

Great Cities Now Hear the Winds of War



SAN FRANCISCO (above), chief port of America's Pacific coast, has a magnificent land-locked bay providing a vast natural harbour approached through a gap in the coastal mountains called the Golden Gate. This view of the city shows the San Francisco-Oakland Bay Bridge.

YOKOHAMA (below), the seaport of Tokyo, lies on a wide, unsheltered bay, and the harbour is mainly protected by breakwaters built in 1896. A mere fishing village in 1859, it now has over 700,000 inhabitants. It has been largely rebuilt since its devastation by earthquake in 1923.



If Only There Were More Australians!

Never in Australia's history has she found herself in so dangerous a position as now, when the Japanese invaders are already establishing their hold on the islands lying just to the north. What is said below of the Commonwealth may help towards an understanding of the strategic problem.

SEVEN million Australians—and a hundred million Japanese! There in a nutshell is the nightmare which for many years has oppressed the Australian imagination; and today, when the yellow flood is actually lapping Australia's northern coasts, the nightmare has become a reality.

So few are the Australians, and so vast is the territory which is theirs to hold—if they can. England has just over 700 people per square mile, but Australia has only a fraction over two per square mile; and Australia is fifty times the size of England and Wales. There are fewer Australians than there are "Londoners." Australia is as big as the United States, but there are 43 people for every square mile of the American Union. To add to the contrast, most of Australia's three million square miles have no people at all; nearly half the Commonwealth's population is concentrated in the capital cities, in Sydney and Melbourne, Brisbane, Adelaide and Perth. New South Wales is the most populated of the States comprising the Australian Commonwealth, and some half its people live in Sydney. This great metropolis on the Pacific ranks indeed as the third largest city in the British Empire, surpassed only by London and Calcutta. And in Australia, as in Britain, there is a drift to the towns; Australia's cities, like ours, eat men.

But it is only fair to point out that less than two hundred years ago Australia was inhabited only by wandering tribes of aborigines, men in the lowest scale of human life. There are 60,000 of them left, and some 20,000 half-castes; but for the rest the Australians are almost entirely of our own stock. Eighty-six in every hundred were born in Australia, and eleven in the British Isles; Australia, it has been said, is more British than Britain—only a little less British than New Zealand.

Those seven millions include some of the most vigorous, mentally and physically, of the world's folk; for the most part a sophisticated people, and exceedingly urbanized. They have a high standard of living, one of the highest in the world; and a high standard of living does not go well with a high birth-rate. Contraception is cheaper than babies—and far less trouble. Australia's birth-rate is higher than England's—17·4 per thousand compared with our 14·9—and its death-rate is lower, 9·4 compared with England's 12·4; but compare this with Japan's birth-rate of 31 per thousand and death-rate of 17·6. Only three millions have been added to Australia's population in the last 40 years, and it is estimated that only a million more will be added in the next forty. But Japan's population in 1935 increased by over a million, and in several years recently that figure has been approached. Moreover, since the death-rate is falling as well as the birth-rate, Australia's young people are dwindling as compared with the middle-aged and old—just as they are in England.

Of course, a very large part of Australia is unfitted for human habitation—or perhaps we should say for white habitation. Forty per cent of the continent is returned as "unoccupied or occupied by the Crown"; of its 1,900 million acres only 22 million are under crops. Moreover, man is not making much headway against nature. Erosion by wind and rain is terrific. Australia's deserts are encroaching steadily on the fringe of cultivated land; and in their blindness the pastoralists and settlers are aiding their march by cutting down the trees and burning the bush wholesale. Irrigation and a vigorous policy of land colonization on a huge scale are the paramount needs, but they both require labour; and where is the labour to come from? Particularly in the tropical north and in Queensland there are vast tracts seemingly suited for the settlement of oriental peoples, who might indeed manage to get a living where the white man would find it impossible. The Japanese say that, given a chance, they could make good. But to a man the Australians are grimly resolved that they will never be given that chance . . .

A vast unpeopled heart—the dead heart, it is often called—with here and there on the circumference, on the coast or near it, a cluster of population or an area given up to agriculture or to industry: that is Australia. In between the settlements, the congeries of civilized life, stretch for hundreds, even thousands, of miles almost entirely unpopulated wastes. The chief, almost the only, means of communication are the railways, mostly government-owned. (Unfortunately there is no universal railway gauge in Australia, the gauges varying from 3 ft. 6 in. to 5 ft. 3 in.) Each State has its own local system, converging on its capital, but nearly 2,000 miles of the 28,000 miles open belong to the Commonwealth. Chief among these Federal lines is the Trans-Australian, 1,108 miles in length, which links Kalgoorlie in Western Australia with Port Augusta in South Australia. By way of this line the west coast has railway connexion with the east coast, more than 3,000 miles away.

There is still no railway directly linking the north of Australia with the south. But there is now direct communication across the "inland" between Darwin and Port Augusta. From Darwin the North Australia Railway, a Commonwealth line, runs for 316 miles to Birdum; and from Alice Springs in the very heart of Australia—the Centre, as Australians call it—another Federal railway, the Central Australia, runs to Adelaide. From where the line from Darwin peters out into nothingness at Birdum to where its fellow begins at "the Alice" is some 600 miles of wild, hardly explored bush country—at least, that was its state up to two years ago. Now, however, from Larrimah, a new railway siding just north of Birdum, to Alice runs Australia's strategic highway, a fine all-weather road along which thunder the military convoys from the south to Darwin. The road was built under military supervision by some 400 navvies who worked day and night with the assistance of every mechanical aid. The job—621 miles of first-class road—was completed in record time, the road-makers' greatest triumph being the stretch of 300 miles from Tennant Creek to Birdum, which was built in ninety days.

Other new roads have been built of late years, or are in process of construction. One of the most important links the Queensland coast with the North-South road at Tennant Creek; this road too, though it had to be cut through country even more difficult than the Centre, was built at the rate of 3 miles a day. A third is the 1,000-mile Overland Road between Port Augusta in South Australia and Norseman in Western Australia.

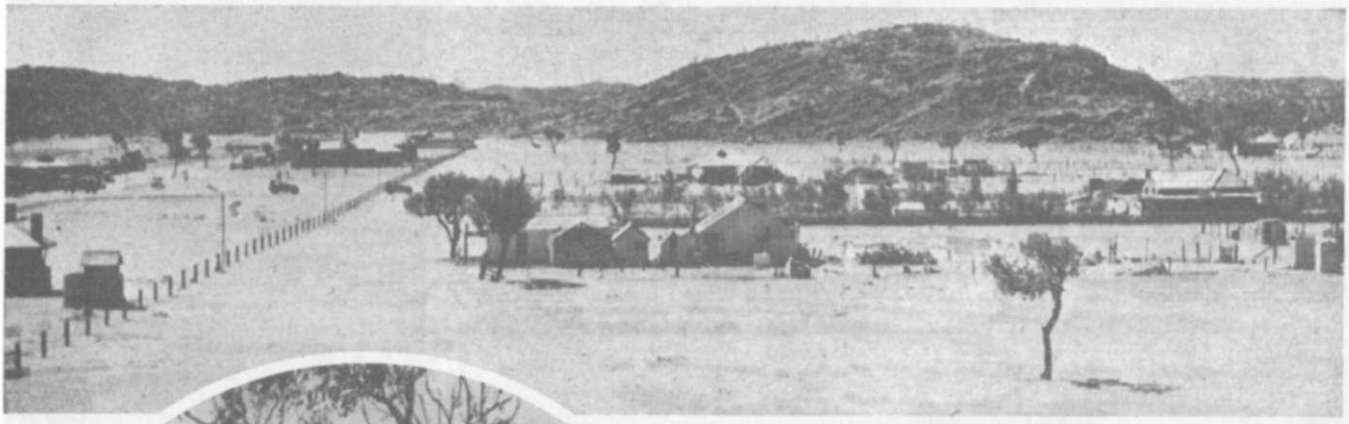
These roads not only afford greatly needed means of communication, but are opening up vast new areas, which, when peace returns, will be calling out for the pioneers. But will the call be answered?

E. R. P.

AUSTRALIA, showing the main road and rail communications. The North Australia Railway, from Darwin to Birdum, is now linked to the Central Australia Railway, which runs from Adelaide to Alice Springs, by a new strategical highway.

Specially drawn for THE WAR ILLUSTRATED *by Harrop*

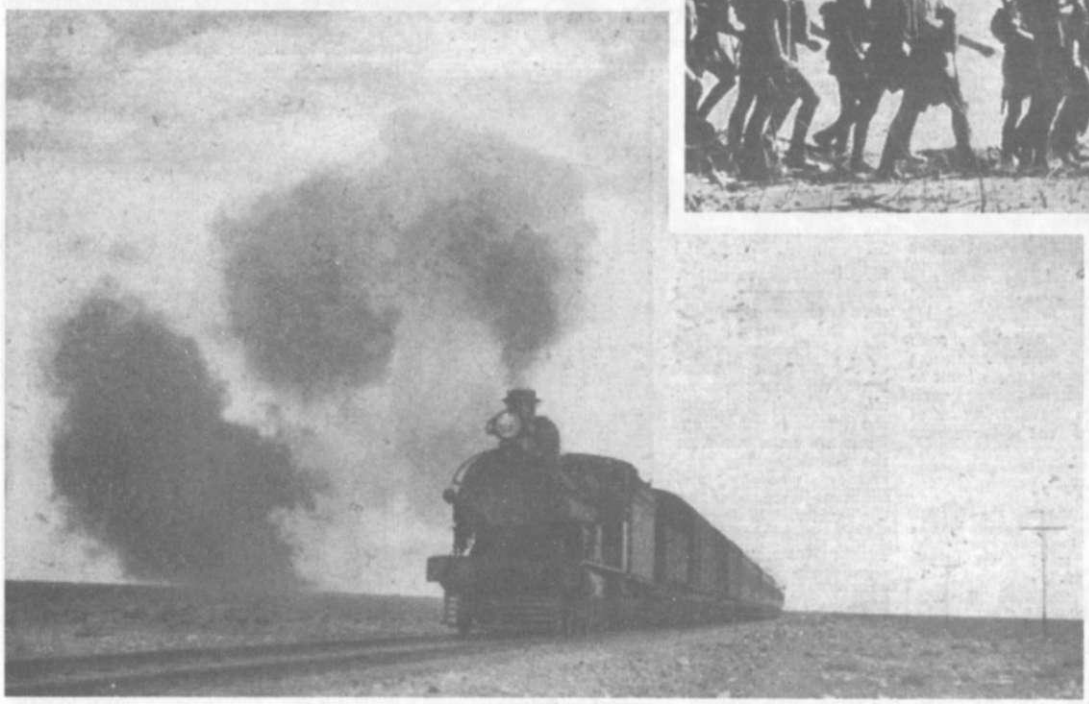
Australia's Heart Is No Longer 'Dead'



DARWIN, with its fuel-oil installation and airport, is a focal point of Australia's defence. Two years ago it was famed for its "Wild West" atmosphere, but now it is essentially a "Services" town.

ALICE SPRINGS, top, in the "Centre" is the rail-head where the motor-lorries forming the military convoys of the Central Australian road pick up their loads en route for Birdum and Darwin.

Australia has conscription for her home defence forces; above, men of the Darwin battalion in that town's tropical setting.



For years there was a gap of 1,000 miles between the railway systems of Australia's east and west. Then in 1917 the Commonwealth built the Trans-Australian Railway. Left, a train crossing a typical stretch in the Nullarbor Plain.

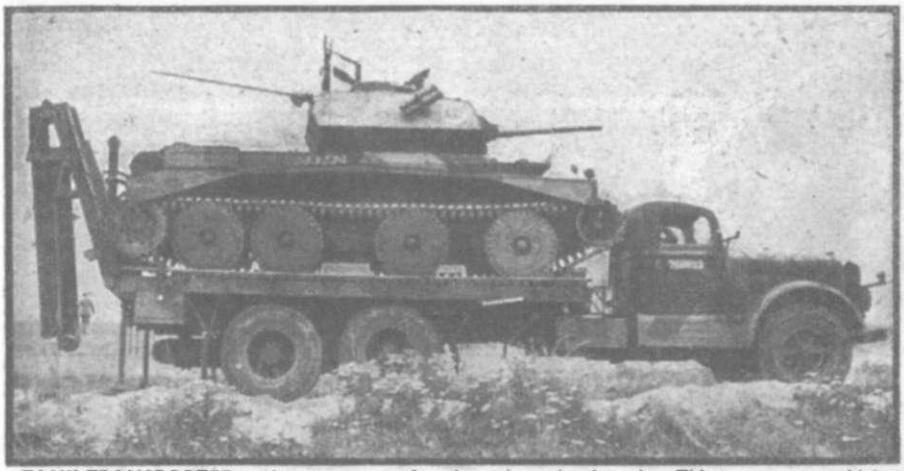
Photos, Courtesy of the Australian Government, Keystone

Our Searchlight on the War

THE INFERNO OF SINGAPORE

It is learned authoritatively that the defenders of Singapore are well supplied with food and water and are prepared to hold out to the last.

A CHAPTER unique in the history of sieges is being written by the defenders of Singapore. Destiny has brought the great naval base into an unforeseen predicament. Designed as a naval base, it is now threatened by hordes of Japanese soldiers and aeroplanes. That the island and its inhabitants will suffer from enemy bombardment is inevitable, but it is to be hoped that everything possible is being done to increase the number of fighter aircraft to frustrate the Japanese. The people of Britain, who, to some extent, were similarly placed after the fall of France, when the thin line of the R.A.F. stood between them and disaster, will understand the feelings of the defenders of Singapore. While their position is one of supreme peril it is also one of great honour. Singapore will ultimately remain British. To have taken part in the present ordeal will ever remain an enviable one. A plucky English girl, who decided to stay on "to be of use," cabling from Singapore to her anxious mother, says, "Everything O.K. Nothing to worry about." Such is the spirit that "wins these 'ere wars," as the Cockney says, with a grim smile.



TANK TRANSPORTER used to save wear of tank tracks on hard roads. This transporter, which has a 130-h.p. engine, is carrying a Mark IVa cruiser tank. At the back is a folding "runway" to facilitate loading and unloading. *Photo, British Official*

AUSTRALIAN INCIDENT

Mr. Curtin, the Prime Minister, on his return from Western Australia, replied to the allegations casting doubt on the unity of Australia and Great Britain, saying that they had amazed and shocked him.

WE hope that the recent statements by Australian leaders have cleared the air, and that we shall hear no more of disloyalty and disunion. Mr. Hughes and Mr. Menzies, in their frank attitude towards the situation, have done Britain and Australia a great service. There is no discord between the Mother Country and the Commonwealth, but only admiration and gratitude for mutual courage and determination in the joint struggle for survival. If, however, there is any Fifth Columnism in Australia, and Mr. Hughes has definitely stated that there is, it was wise to denounce it outright, so that it can be watched and restrained. There are two kinds of Fifth Columnists: rank traitors, of whom Quisling is the prototype, and unconscious defeatists, men who are temperamentally afraid, who when things go wrong begin to jitter and express their funk in unreasonable criticism. We notice that such critics in this country seldom have a word of praise for Mr. Churchill and the Government when things go right.

INVASION—OF GERMANY?

Commenting on Hitler's last speech, the Turkish paper Yeni Sabah says that "the speech shows that the German nation is beginning to shake. The German leader appears more afraid of the people's morale than the enemy."

RUSSIA has told us that the *coup de grace* will be inflicted on Germany this year. In the light of Soviet military achievements it is not for us to be sceptical. The Allies, however, must prepare for a long war. Better remember the old song which runs, "It may be for years . . . ." and be on the safe side. On the other hand, since we are all hoping earnestly that victory will come sooner than later, is there any evidence that the enemy is feeling pressure on the home front? It is reported that Hitler has withdrawn the bulk of the Luftwaffe from the Eastern front. If this is so, there are two conclusions: (1) that the Nazis are anxious about the defence of the Reich, and (2) that Hitler is about to attack elsewhere. To abandon air support on the East front in the heat of hostilities suggests the former. During the last few weeks Germany has lost either through "heart trouble" or forced resignation several old Army generals. Conflict between the Army and the Nazi Party is no secret. As the Army clique weakens in influence so Hitler's personal friend, General Dietrich, commander of the S.S., increases his power. The S.S. may be likened to some of the later Roman Praetorian guards who were used to bolster up the reigning tyrant. Meanwhile, that obsequious lieutenant of death, Himmler, is adding to the number of his police troops whose real purpose is to thwart revolution in Germany, although they have been used in the Russian campaign. Goering and Heydrich also command armies semi-independent of the German military machine. Are these to be used against the German people should they revolt when the Russians reach the Reich frontier?

A VOICE FROM RIOM

"It is a man already condemned whom you invite to reply to the summons of your courtroom. What is this but a mockery? What effect can my reply have? Has not the issue been already settled before you?"—*From the defence of M. Léon Blum, French Socialist ex-Premier*

THE curtain has been lifted from the secret trial of Frenchmen arrested on a charge of war guilt by the publication of M. Blum's defence, smuggled out of France, and published in England. We hope that the French people will get to know of M. Blum's brave attack on his accusers. The men who are responsible for the betrayal and ruin of France are not at Riom; they are at large and working in close collaboration with the Germans. The Riom trials are on a par with the Reichstag fire conspiracy whereby the innocent were tried by the guilty. The grim farce of Riom was staged by the Nazis, with the connivance of certain Frenchmen who, rather than lose their money and power, preferred to hand their country over to the enemy. The Riom idea was an effort to delude the French people stunned by the sudden collapse of France. Since that evil day our late ally, in the popular sense, has had time to know who are the real culprits. Hence the delay in arriving at any verdict. France is aware that as long as the enemy is in control justice and mercy are dead.

ROYAL OBSERVER CORPS member wearing the new battle dress of blue-grey serge. A woven circular badge, as shown above, is worn on the left breast. The blue beret bears the R.O.C. metal badge. *Photo, Associated Press*

NORWAY IN BONDAGE

Speaking in German, surrounded by Nazi emblems and Nazi bayonets, Quisling, on being appointed Prime Minister of occupied Norway, thanked Hitler and the German Commissar, Terboven.

THE Nazification of Norway makes little progress. According to "Judas" Lie, quisling chief of the police, the "state of emergency demanded most ruthless action against the people, including the use of firearms . . ." While every form of brutality and repression is in operation, Quisling himself has the effrontery to talk about the beginning of a new era in Norway as a free and independent country. Reading such ludicrous statements, one wonders whether words, in Nazi parlance, have entirely reversed their meaning. Quisling's own paper is even called Fritt Folk, meaning free folk. The people of Norway have been assaulted, robbed and frequently murdered. Yet Quisling tells them they are free! There is something to be said for the theory that Hitlerism is a disease, and those who catch it are quite incapable of forming a sane judgement.

TIN MINERS working on the rock face of a Cornish tin mine with a huge drill. With the loss of tin mines in the Far East, production in the Cornish mines is being increased. In late years tin mining almost ceased in Britain. *Photo, G.P.U.*

So This Is the Way the Japanese Land

SOMEWHERE IN THE PACIFIC a party of Japanese troops forces its way ashore on Allied territory. The drawing does not profess to show any particular landing, but it gives a rough guide to the methods adopted.

Landing Troops

Standing offshore (A) is a transport seen in the act of hoisting wooden sampan-like barges each containing a hundred soldiers plus equipment. They row to shore and unload stores and equipment (B). Some troops, carrying light arms, will make their way through the thick jungle (C). Others are seen scaling the heights in the foreground by means of a rope ladder (D), which has bamboo rungs and round wooden attachments which keep the ladder away from the cliff.

Hauling and Erecting Guns

At (E) a party are hauling a small field-gun up the cliff ; one man is stationed upon a ledge part way up, and assists in keeping the wheel which is being hoisted from dragging against projecting rock. The gun barrel is being carried away slung from a bamboo pole (F). The erection of a similar small gun is seen in detail in the immediate foreground. The barrel is being lowered on to the recuperator mechanism (G); the breech mechanism and sighting apparatus are fixed on afterwards. The shield (H) is being brought up. (J) is a stereo-telescope used in range-finding. Near by is a Japanese officer; his sword is of the ancient Samurai type (K).

Arms and Equipment

These include: (L) light machine-gun, (M) heavier type of M.G. carried in two parts, (N) small grenade-thrower, (O) grenades in pouches, (P) rubber shoes for running, (Q) small digging spade, (R) water-bottle.

INSET is a Japanese two-man tank ; the machine-gunner is seen in the revolving turret (1), and the driver at (2). A large type of tank, probably 15–18 tons, is seen at (3). Three methods of transport are seen : (4) is a peculiar two-wheeled rickshaw affair which is dragged by man-power. Pack ponies and modern lorries are also used.

Specially drawn by Haworth for THE WAR ILLUSTRATED

The Battle of Singapore Has Started

After eight weeks of bitter war on the beaches and in the jungles of Malaya, the Japanese had succeeded in overrunning the Malay Peninsula and looked across the Johore Strait at the Island of Singapore, where the British forces now stood at bay.

"THE Battle of Malaya has come to an end," said Lt.-Gen. A. E. Percival, G.O.C. Malaya, in a statement issued on Jan. 31, "and the Battle of Singapore has started . . . Today we stand beleaguered in our island fortress. Our task is to hold this fortress until help can come, as assuredly it will come. This we are determined to do."

For a week it had been only too certain that the whole of the Malay Peninsula would have to be evacuated by the Imperial troops, and all during that week the Australians, British and Indians fought a series of fierce rearguard actions. The enemy enjoyed almost complete control of the air, and dive-bombing and machine-gun attacks were almost incessant. By day the men who for weeks had been battling in the jungle strove to hold up the Japanese advance; and night brought them no rest since some had to dig new gun-pits and slit trenches, while the rest withdrew yet another stage towards Singapore. As they went back they blew up roads and bridges, burnt villages and plantations, so that their way was marked by a heavy pall of black smoke.

The last points of contact between the Imperial forces and the enemy were near Pontian Besar on the west, somewhere near Kotatinggi on the east, and at Kulai in the centre. Two battalions of the Australians, with the Gordon Highlanders and Argyll and Sutherlands, kept the enemy at bay while their comrades completed the last lap of 20 miles and marched across the Johore Causeway into the island of Singapore. The withdrawal was completed on the night of Friday, Jan. 30, without the loss of a single man.

The crowded causeway was as clear as Piccadilly Circus at noon, since the moon was brilliant, the most brilliant of the month. Hour after hour the troops poured over the causeway and, once across, pulled off the main roads to their pre-determined positions. Then, tired and filthy, they tumbled from their transports to snatch a few hours' sleep under the rubber trees before going to their new battle stations. A complete change of clothing was given to every man, and there were lashings of hot food available. When the time came for the rearguard to withdraw, the Gordons went first, then the Australians, and finally the Argylls.

"The sight as these tired men—Australians, Indians, Englishmen, Scotsmen—withdrew into the fortress was one I shall never forget," writes W. T. Knox, News Chronicle Special Correspondent. "Two pipers of the Argyll and Sutherland Highlanders—that regiment which first engaged the Japanese on Dec. 8 and has since fought 11 heroic battles against them—were the last to cross the causeway. They piped over the Australians and the Indians, the East Surreys, the Leicesters, the Manchesters and the Loyals; they piped over the Gordons and the Australian sister regiment to the regimental march, 'The Cock of the North.' Then the air changed to 'Blue Bonnets' and 'Jenny's Black E'e' as the Argylls crossed the causeway. Tired Indian and Australian transport drivers woke and grinned as they saw these gallant men go by."

After the last man had crossed there was a pause. It was nearly morning and the quiet waters of the Johore Strait gleamed in the growing light. The day drew on, and then the order was given to blow up the causeway. There were two explosions; one wrecked the steelwork lock system for passing ships through at the northern end, while the second, which rocked the earth and could be heard all over the island, blew a great gap in the causeway itself. Rails and railway sleepers were flung high into the air and a great cloud of smoke went up.

"A gentle breeze was blowing up the Straits from the east, causing the water to lap gently against the length of the causeway that remained," wrote The Times Special Correspondent in Singapore. "There was no sign of movement on the farther bank. Coils of barbed wire could be seen covering the causeway on the hither side of the breach. On the south side of the Straits of Johore, for 15 miles on each side of the causeway, the Imperial forces—British, Australian, Indian, and Malay—were concealed in jungle, scrub, and swamp. Roads were given up almost entirely to military traffic. Because of the frequent air-raid alerts there were few civilians, Asiatic or European, moving about. . . . Except for the murmuration of aeroplanes high up in the sky, the occasional fire of A.A. guns, and the distant explosions of bombs, it would have been a perfect morning in the tropics."

So on that Sunday morning the siege of Singapore began. What its cosmopolitan population had regarded as being almost outside the bounds of possibility was now a fact; the enemy were at the gates, separated by only a three-quarter-of-a-mile-wide strip of placid water. But after the first shock they were quick to accustom themselves to the changed conditions; and under the stress and strain of war, in face of the ever-present possibility of wounds or death, a new fellowship began to show itself between the hitherto so superior whites and the Asiatics, brown and yellow.

Garrisoned by a truly Imperial force—one made up of Australians, Highlanders, men from Lancashire and the English shires, Indians (Punjabis, Gurkhas, Jats, Baluchis, and Garhwalis), the Malay Regiment and the Sarawak Rangers—Singapore made ready to fight to the last. The situation was grim. Japanese bombers seemed to be everywhere, and the two aerodromes on the island could hardly be used by the British fliers. From every corner came news of fresh Japanese successes: from the Indies to the east, and from Burma to the north, where the Japanese had occupied Moulmein and were threatening to cross the Salween River, thus threatening Rangoon.

But none-the-less Singapore refused to be downhearted. "Substantial reinforcements have been received," announced the Governor of the Straits Settlements, Sir T. Shenton Thomas, in a midnight broadcast on Jan. 31. "Here we are and here we stay . . . each of us to do our bit. This is total war . . . It will be grim, no doubt, but no more grim than in Britain, Russia and China; and if the people of these countries can stand up to total war, so also can we . . . all we have to do is to hang on grimly and inexorably, and for not very long; and the reward will be freedom, happiness, and peace for every one of us."

WAVELL TO SINGAPORE

The Japanese are straining every nerve to keep the advantage gained by their initial treacherous surprise and to gain a quick success. Once their impetus is thwarted they will soon lose courage. Our task is to check them and to gain time for the great reinforcements which we and our American Allies are sending to the Eastern Theatres.

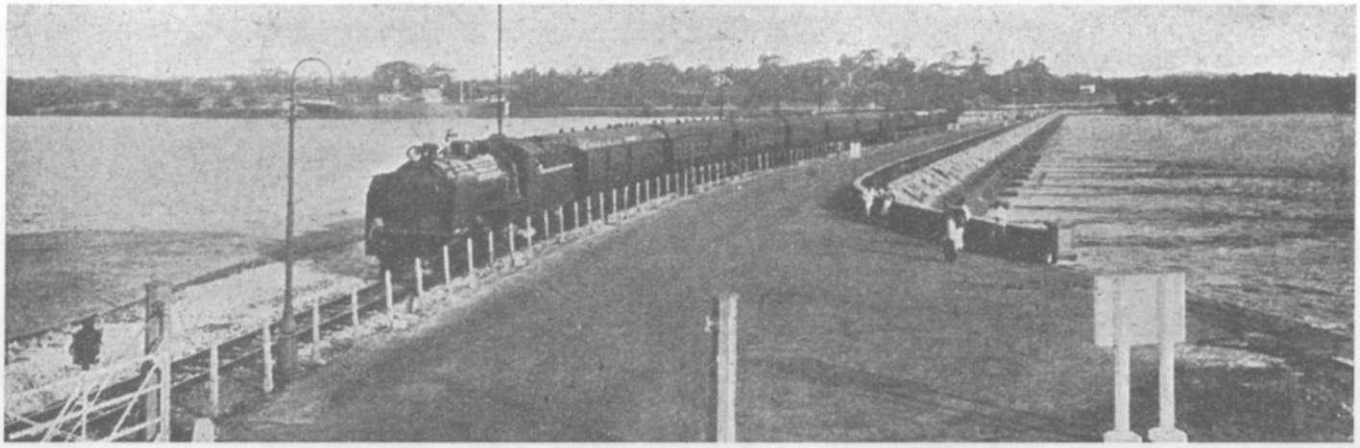
We are in a similar position to the original British Expeditionary Force which stopped the Germans and saved Europe in the first battle of Ypres. We must be ourselves worthy successors of them and save Asia by fighting these Japanese. We have now reached an area where we cannot be constantly outflanked and where the enemy cannot exploit his superior mobility.

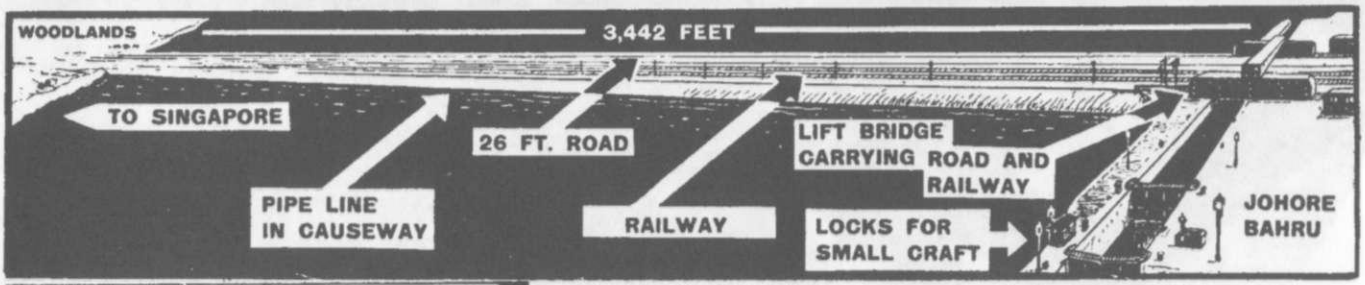
You must yield no strip of ground without fighting hard and leave nothing behind undestroyed that could be of the least service to the enemy. Our friends and Allies, the Dutch, are carrying out this policy in every part of the Netherlands East Indies with sacrifice and resolution.

I look to you all to fight this battle without further thought of retreat and make the defence of Singapore as memorable and successful an exploit as the defence of Tobruk, which British, Australian and Indian troops held so long and gallantly.—*Feb. 4, 1942*

MOULMEIN, a town of Tenasserim, in Southern Burma, at the estuary of the Salween River, was evacuated by the British about Jan. 31. It is one of the most picturesque of Burmese towns, and above is Temple Hill with its ornate pagodas. The map shows the Salween River and the railway from Rangoon to the Burma Road, main artery of China's war supplies. *Photo, Paul Popper*

'We Stand Beleaguered in Our Island Fortress'





JOHORE CAUSEWAY, linking Singapore Island to the mainland of Malaya, was blown up after the last British troops had been withdrawn from Johore. Top, a view of the Causeway with the Penang express passing. Above, the Causeway in diagram form.

SINGAPORE ISLAND, showing its position in relation to the mainland of Southern Malaya. About midnight on Feb. 8, Japanese detachments crossed the strait at its narrowest point and landed north of Choa Chu Kang.

DEFENCES OF SINGAPORE being further strengthened as the Japanese menace grew. Left, a machine-gun post on a road leading out of the city. Above, Singapore's inhabitants digging trenches to help in the defence of the city.

Photos, Associated Press, E.N.A. Map, The Evening News. Diagram, The Daily Mail

Over a Countryside Held Fast in Winter's Icy Grip Stalin's Men M

Red Army men wearing warm fur caps are seen sighting a trench mortar in wintry surroundings (left). Over the frozen fields Soviet infantry are charging an enemy position with fixed bayonets (above).

A Red Army machine-gun crew mounted on sledges (see diagram taken by Red Army men in a

ALMOST beyond a doubt Germany intended to capture Moscow and Leningrad befo the real Russian winter began. Failing in that task the H is probably considered

Hard Knocks for the Japanese Aggressors

Japan's initial victories have given the enemy temporary command of the south-west Pacific, but though it must take the Allies time to recover and assemble their full striking power, American, Dutch and British ships and planes have by no means lost the means and skill to inflict great losses on their opponents.

ELATED and, perhaps, too confident, and underestimating the strength of the Allied forces in Borneo and Java, the Japanese assembled a huge convoy off the Philippines. It consisted of at least forty ships, protected by about fifteen warships. In coming through the Macassar Strait, which is only eighty miles wide, this large convoy was obviously taking a grave risk. As the Dutch reconnaissance planes gave information of the approach of the enemy ships intense preparations were made to attack them, not in the open sea but in the confined area between Borneo and the Celebes.

On Jan. 23 Dutch Army aeroplanes swooped out of the sky on the straggling target, taking the Japanese commanders completely by surprise. Raining their bombs amid transports and battleships, the bombers scored a direct hit on a large warship and sank a cruiser of the heaviest type. Two other cruisers, a destroyer and four large transports also were seen to be burning furiously. So ended the first day of this brilliant counter-stroke against the Japanese hastening to land forces at Balik Papan, and probably on the island of Java.

On the following day the Dutch planes went into action again and wrought further havoc among the confused lines of the convoy. At least two heavily laden transports were sent to the bottom. But this time the enemy endeavoured to defend the convoy by the use of fighter aircraft operating from a carrier in the vicinity, but the Dutch, in addition to bombing their objectives on the sea, scored a victory in the air.

Continuing the battle on the third day, aircraft completely destroyed a heavy cruiser, set fire to a second cruiser and transport, and shot down four intercepting Japanese Navy "O.O." aeroplanes.

After these fierce daylight attacks the Dutch planes, assisted by American naval units which had hurriedly come into battle from the southern end of the Macassar Strait, attacked the enemy at night. Using bomb and torpedo with deadly effect, seven transports were destroyed and two severely damaged. The Japanese aircraft-carrier was also sunk by an American submarine, and a Dutch submarine accounted for another enemy cruiser and destroyer.

Caught in the Strait the convoy anchored off Balik Papan, a port on the west coast of Borneo. It was joined by a second convoy consisting of a great number of ships and invasion barges, and though the Allies continued to attack by plane, scoring many direct hits among the disembarking

ADML. CHESTER NIMITZ, Commander of the American Pacific Fleet, stated that his fleet would "bring the war to the enemy's front door." *Photo, Associated Press*

soldiers, the Japanese succeeded in landing and keeping a foothold on this part of the island.

Total enemy losses in the battle of the Macassar Strait amounted to one battleship or heavy cruiser, 6 cruisers, 18 transports, 3 destroyers, 1 aircraft-carrier and 16 aircraft. These figures indicate the magnitude and success of this engagement, but its effect on the enemy's plans was incalculable. Such large convoys were no doubt intended to bring a quick and decisive action in Java and the Celebes. The Allied command, by rapid and efficient coordination frustrated, for the time being at least, the conquest of Java, a key point in our defence of the south-west Pacific, as well as inflicting on the enemy one of the heaviest defeats in the history of the Japanese Navy.

Destroyers in Action

An incident in the naval war which will take its place in the chronicle of courage was the engagement on Jan. 26 between two British destroyers, the Vampire of the Royal Australian Navy and the Thanet on the one side, and a Japanese cruiser and three destroyers on the other. The conflict began after dark in the region of Endau, on the east coast of the Malayan Peninsula, when our naval forces attacked a Japanese transport about to land troops. Our destroyers raced into action against heavy odds. After a running fight one Japanese destroyer was sunk, the second was damaged, the third retired. It is regrettable that the Thanet, after a valiant fight, was sunk. These destroyers were veterans of the last war and mounted guns of only 4-in. calibre as compared with the Japanese 4·7 weapons.

America's Fleet Hits Back

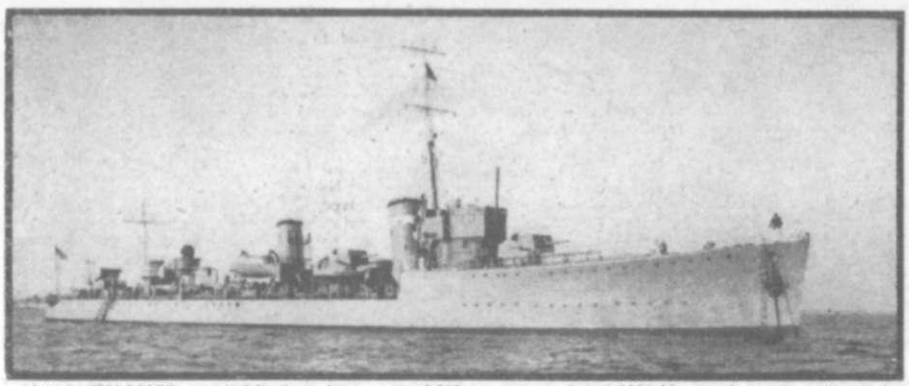
Heartening news of American naval successes in the Pacific was received on Feb. 2. This time the U.S. Fleet, so completely destroyed by Japanese propaganda, struck a surprise blow at Japanese naval and air bases in the Marshall and Gilbert Islands. The importance of these bases in the scheme of Japanese aggression is this constant use as centres from which to attack the Philippines and Dutch East Indies. Though few details were published in the Navy communiqué the attack was made in considerable strength, and aimed at several bases.

Admiral Chester Nimitz, Commander-in-Chief, Pacific Fleet, reported that many enemy auxiliaries were sunk or damaged, and Japanese military installations on shore were hit by naval aviation units and shell fire. The enemy also lost a number of planes, some being shot down and others being destroyed on the ground. Eleven American aircraft failed to return.

We can imagine that this hard punch from Uncle Sam must have greatly cheered American and Filipino soldiers in Luzon, where General MacArthur is the hero of the hour. His splendid stand amid the hills of the Bataan Peninsula is one of the finest military feats of the war. When Pearl Harbour was smashed the islands were cut off from their supply. The General, who had made a long and careful study of the terrain, held a meeting with his officers. He is reported to have said, "Any machine-gun nest can be captured if the attacker is willing to pay the price. So can the Philippines be captured if the enemy is willing to write off his losses."

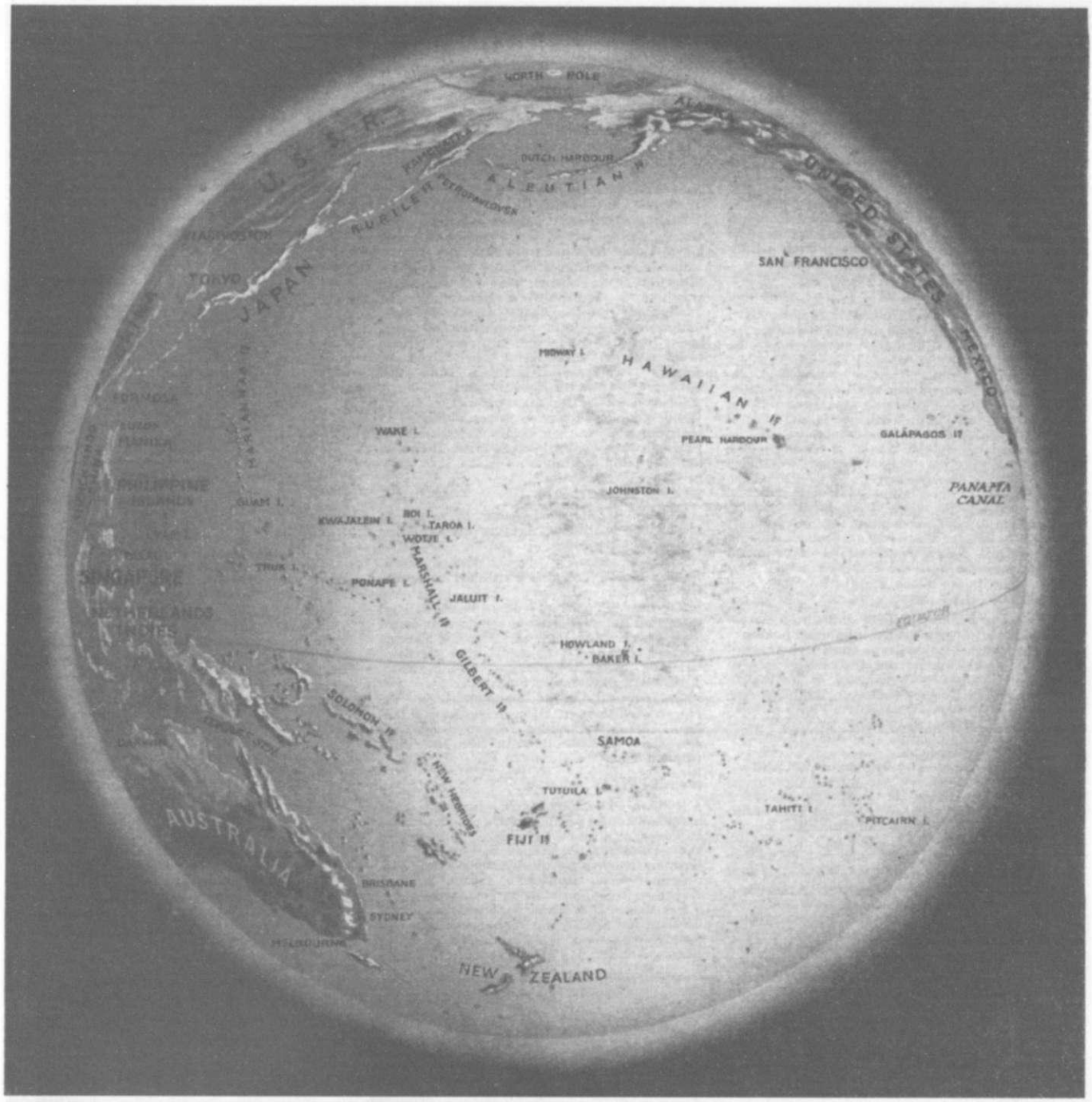
A brave statement, which meant that MacArthur was going to defend his positions to the last man. The Japanese swarm like ants over Luzon and Mindanao. Their ships and planes surround the island, but MacArthur, in his much shortened front, north-west of Manila, in rugged mountainous country, the sea on both sides, and Corregidor forts behind him, is putting the price of Japanese victory higher every day.

On Feb. 2 two enemy attempts to land troops on the west coast were obliterated, although the Japanese invaders were composed of the famous Tatori shock troops. Another attempt at midnight was also foiled with very heavy losses. In this action an American patrol vessel did valiant work in dispersing Japanese barges full of troops, and even fought off an enemy warship and destroyer. Not a single Japanese soldier reached the shore alive. In the eastern sector, round about Pilar, the Japanese, with the 65th division, attempted a frontal attack which was part of an enveloping movement in conjunction with the 141st and 122nd regiment of infantry. These manoeuvres were completely frustrated.



H.M.S. THANET, an "S" class destroyer of 905 tons, completed 1918-19, was lost when she and H.M.A.S. Vampire attacked a Japanese cruiser and three destroyers off Malaya on Jan. 26. *Photo, Wright and Logan*

Half the Globe Is the Pacific Battlefield



SEEN FROM THE MOON the Pacific Ocean must seem to cover half the terrestrial planet. It embraces about three-eighths of the total sea area of the world, and this map gives some idea of the vast distances involved in traversing this new arena of war. From Panama to Singapore is a matter of 11,800 miles.

Drawn by Felix Gardon, and based on material from Life Magazine, New York

FOLLOWING the sudden Japanese attack on Pearl Harbour on Dec. 8, 1941, little was heard of the United States Pacific Fleet until the announcement from Washington on Feb. 1, 1942, of the surprise attack on the Marshall and Gilbert Islands. (See p. 494.)

"Events have emphasized the importance of our Pacific forces in the broad strategy of the Allied war effort," said Admiral Chester Nimitz, Commander-in-Chief of the U.S. Pacific Fleet, after this action. "This war will keep us busy every moment of every day and night across the vast reaches of the Pacific—specifically those areas where we can most effectively harass the enemy and contribute to our foreign security . . . Every ship and every man of the United States Pacific Fleet is now being used to the fullest extent to bring the war to the enemy's front door."

Admiral Nimitz had hoped to encounter large enemy combatant vessels, but his report indicated that none were to be found, and some idea of the difficulty experienced in making contact with the main battle fleets of the enemy in the Pacific may be gained from the map above, showing the vast distances which separate the continents.

The Japanese have a great advantage in operating much closer to home than either the British or American forces. Japan is only 1,250 miles from Manila, and with Indo-China and Thailand in her grasp she found herself within easy striking distance of Burma and Singapore. Moreover, her naval movements are protected on one flank by her vassal states bordering the South China Sea.

MODERN fighting ships have not an unlimited radius of action; their fuel capacity is relatively small. Though individual ships may roam the seas for weeks or months at a time, refuelling as opportunity presents itself, a battle fleet, with its attendant ancillary units, cannot remain at sea under war conditions for more than a few days at a time. So, in the vast expanse of the Pacific, naval strategy must hinge on the number of bases available. Even with the recent increase in the number of potential bases in the Pacific, it still remains true that in the main the great battle fleets are dependent on shore communications, and therefore the fleet which can work closest to its home bases has an advantage.

But as an element in naval strategy the islands of the Pacific are of the utmost importance. Since 1919 Japan, under the Treaty of Versailles, has had mandatory powers over several of these island groups, though, under the Mandate of the League of Nations, the use of these islands for warlike purposes and their fortification were forbidden, and under the Washington Treaty of 1922 the British Empire, the U.S.A. and Japan agreed to maintain the status quo in many of the most important strategic positions in the Pacific.

BUT in 1934 Japan decided to terminate the Washington Naval Treaty, in 1935 she withdrew from the London Naval Conference, and the limitations in the size of the battle fleets of the three Powers imposed by agreements of 1922 and 1931 lapsed, as did the provision against fortifying the island bases. So Japan forged ahead with plans for naval domination in this vast ocean.

Our Diary of the War

WEDNESDAY, JAN. 28, 1942 *879th day*

Air.—Night attack by R.A.F. on Boulogne area, the docks at Rotterdam and objectives in Munster.

Russian Front.—Russian troops advancing in direction of Smolensk from Staraya Toropa and Zapadnaya Dvina. Further Russian progress towards Yelnia.

Far East.—In Malaya heavy fighting around Rengit, 50 miles from Singapore. Government of Straits Settlements issued orders for the evacuation of all persons and livestock from a coastal strip one mile wide on the northern shore of Singapore Island. Eight enemy raiders shot down in a daylight attack on Rangoon. In the Dutch Indies stiff resistance offered to Jap landings at Kendari and Sempara in the Celebes. Nine enemy air raids on Emmahaven, in Sumatra.

THURSDAY, JAN. 29 *880th day*

Sea.—Admiralty announced sinking of a U-boat by Free French corvette Roselys.

Air.—R.A.F. offensive sweep over N. France.

Russian Front.—Moscow announced recapture of Barvenkova and Lozovaya, on the Ukraine front. Myatlevo, 45 miles S.E. of Vyazma, and Sukhinichi, 140 miles S.W. of Moscow, also retaken by Red Army.

Africa.—Benghazi again in Axis hands, Rommel's forces reached Regima, five miles beyond Benina aerodrome.

Far East.—In Malaya, Japanese reached Ulu Sedili, 38 miles from Johore Bahru. Batavia announced landing by Japanese at Pamangkat, on west coast of Borneo. At least 12 enemy planes destroyed by British and American pilots in the Rangoon area.

FRIDAY, JAN. 30 *881st day*

Russian Front.—Moscow announced the recapture of several more inhabited points.

Far East.—In Malaya, Japanese reached Kulai, 18 miles from Singapore Island. Fighting in Burma developed east of Moulmein. Japanese in Luzon reinforced. Fighting continued in and around Balik Papan, in Borneo. Dutch guerillas active in the Minahassa peninsula of Celebes. Japanese transports sighted off Amboyna.

Home.—Boys of 17 registered for national service.

General.—Hitler, in a speech made in Berlin, warned Germany that the road ahead was likely to be hard and difficult.

SATURDAY, JAN. 31 *882nd day*

Russian Front.—Kuibishev announced that Russian troops in the Southern Ukraine had broken through the German lines and were pressing forward. Red Army troops reported within 37 miles of Dnepropetrovsk.

Far East.—An Army communiqué from Rangoon announced that our forces had evacuated Moulmein. In Malaya, British forces were withdrawn from the mainland on to Singapore Island and the causeway over the Johore Strait was breached. Tokyo announced that their forces had captured Sambas, in Dutch Borneo, after a successful landing. Amboyna heavily shelled and bombed.

SUNDAY, FEB. 1 *883rd day*

Sea.—U.S. Navy Dept. announced that an attack had been made by surface and air units of the U.S. Pacific Fleet on Japanese bases in the Marshall and Gilbert Islands.

Russian Front.—Red Army units made further considerable advances on the Ukraine front.

Africa.—Gen. Rommel's spearhead reached a point 27 miles east of Barce.

Far East.—From Singapore Island British batteries shelled Japanese positions and supply roads on the mainland unceasingly. In the Philippines, a Japanese force at Ternate, assembling for an attack on Corregidor, was wiped out by the heavy guns of the fortress. In Burma, British took up new positions along the western bank of the Salween River. Japanese parties which landed at Amboyna on Jan. 31 reached the vicinity of the aerodrome.

General.—Vidkun Quisling made puppet Prime Minister of Norway by the Nazis.

MONDAY, FEB. 2 *884th day*

Russian Front.—Russian drive into the Ukraine continues. On the Leningrad front units of Gen. Meretskov had a local success on the west bank of the Volkhov River. Russians admitted recapture by Germans of Theodosia, in the Crimea.

Africa.—Rommel's Libyan advance continued, the spearhead of the attack reaching a point only 60 miles from Derna.

Far East.—Japanese massing for assault on Singapore. In Burma, stiff fighting along the line of the Salween River. In the Philippines another heavy attack on Gen. MacArthur's position was beaten off with heavy losses to the enemy. Further Japanese reinforcements landed on the island of Amboyna. American aircraft sunk two enemy transports off Balik Papan.

General.—The Egyptian cabinet resigned. Berlin announced that Goering had been in Italy for a week. He visited many units of the Luftwaffe and conferred with Mussolini and the King of Italy.

TUESDAY, FEB. 3 *885th day*

Russian Front.—Red Army advanced in most sectors. Fierce fighting around Rjev and near Kharkov.

Africa.—Rommel's advance slowed down. British mobile columns continued to harass the enemy.

Far East.—Two Japanese attempts to land troops on the west coast of Luzon were foiled and heavy losses inflicted on the enemy. Surabaya, main Dutch naval base on island of Java, had its first air raid. Heavy Japanese air attacks on Singapore.

General.—Mr. Eden announced in the House of Commons that an agreement had been signed in Addis Ababa recognising Abyssinia as once more a free and independent country.

WEDNESDAY, FEB. 4 *886th day*

Russian Front.—Moscow reported that many towns and villages in the Smolensk area had been recaptured. Kuibishev radio stated that Timoshenko's armies had pierced the German defences on the Kharkov front.

Africa.—Gen. Rommel's troops reached Derna.

Far East.—Dutch and Japanese forces still battling for Amboyna. Chinese troops captured Cheng Mook-Tou, 30 miles from Hong Kong. Another Jap attack in the Philippines broken up. More air raids on Singapore. Koepang, capital of Dutch Timor, bombed and machine-gunned. British and Indian troops continued to hold the Salween line in Burma.

Home.—Lord Beaverbrook appointed Minister of War Production. Sir Andrew Duncan became Minister of Supply.

THURSDAY, FEB. 5 *887th day*

Sea.—Admiralty announced the loss of H.M. submarine Triumph.

Russian Front.—Timoshenko's armies launched big pincers movement on Kharkov. Fierce fighting in the sector between Leningrad and the Valdai Hills.

Africa.—Little change in the general position.

Far East.—Heavy artillery duels across the Johore Strait. Surabaya again raided. Japanese aircraft raided Port Moresby, in New Guinea.

General.—New government formed in Cairo with Nahas Pasha as Premier.

FRIDAY, FEB. 6 *888th day*

Air.—Night attack by R.A.F. on docks at Brest.

Russian Front.—Fierce fighting on an 80-mile front from Bielgorod to Kursk.

Mediterranean.—Two enemy supply ships torpedoed by naval aircraft.

Africa.—Axis forces claimed capture of Tmimi, S.W. of Bomba.

Far East.—Samarinda, oil port on the E. coast of Borneo, occupied by Japs. In the Philippines fresh Japanese landings at Luzon reported. At Singapore the gun duel across the Johore Strait continued. 10 Japanese raiders shot down over Rangoon.

General.—Anglo-U.S. combined Chiefs of Staff Group established. Munitions Assignment Board set up in U.S. under Mr. Harry Hopkins.

SATURDAY, FEB. 7 *889th day*

Air.—Offensive patrols by Bomber Command over North Sea. N.E. coast of Germany raided.

Russian Front.—Red Army continued to advance in the four main sectors of the Eastern Front.

Africa.—Little change in the land situation.

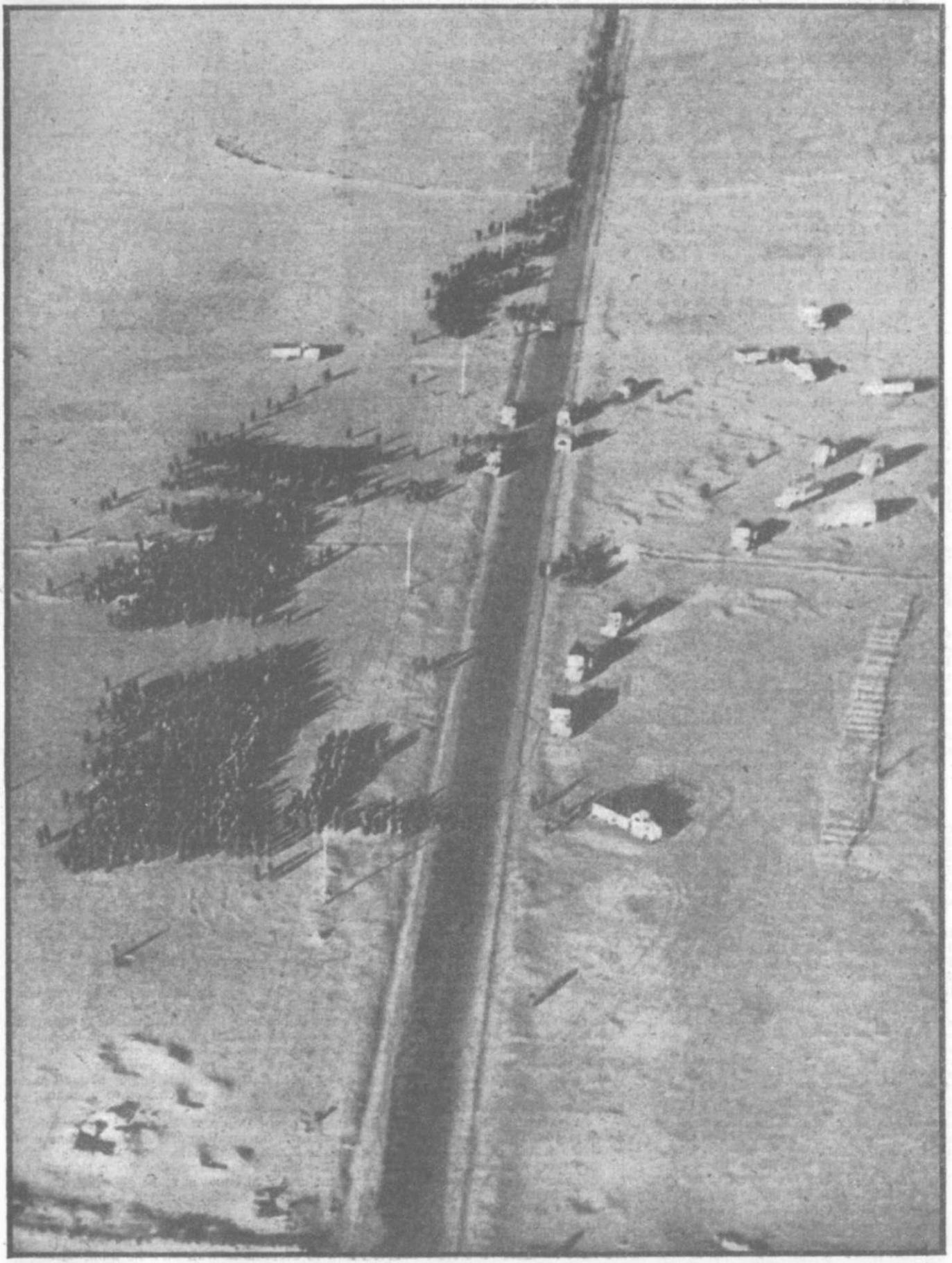
Far East.—Japanese air raids on Surabaya. Northern areas of Singapore Island heavily shelled. Batavia announced occupation of Pontianak by Japanese. Japanese cruiser sunk by Dutch aircraft near Amboyna.

General.—U.S. Navy Dept. announced that all naval units in Australia and New Zealand area had been combined under Vice-Admil. H. F. Leary, designated Commander of the Anzac Forces.

H.M.S. TIGRIS, which recently inflicted severe losses on German transports and supply vessels in Arctic waters, is a " patrol type " submarine of the Triton class. Her captain, Commander H. F. Bone, D.S.O., D.S.C., R.N., is seen in the conning tower of the Tigris.

 Photo, British Official: Crown Copyright

Bardia, 'Bastion of Fascism,' Captured Again



OUTSIDE BARDIA large batches of Axis prisoners are congregated near the desert highway after the recapture of that "Fascist bastion" on Jan. 2. Bardia was recaptured by units of the 1st and 2nd South African Divisions under the leadership of Maj.-Gen. I. P. de Villiers, M.C., and the prisoners taken amounted to 7,500, including the German commander of the garrison, Maj.-Gen. Schmidt. In addition, over 1,000 British prisoners of war there were released.

Photo British Official: Crown Copyright

464-1: MR. CHURCHILL AND THE CRITICS

WHEN on his return from Washington Mr. Churchill discovered that his Government was being attacked so widely and so severely, he decided that he must ask the House of Commons for a vote of confidence, "because things have gone badly and worse is to come." So on Jan. 27 the Prime Minister opened a three-days' debate.

After some account of the Battle of Libya the Premier went on to discuss the fighting in the Far East. For nearly two years Japan had threatened an attack, and in anticipation of the blow "every scrap of shipping we could draw away from our vital supply routes, every U-boat escort we could divert from the Battle of the Atlantic, has been busy to the utmost capacity in carrying troops, tanks and munitions from this island to the East." But we had also to help Russia, try to beat Rommel and form a stronger front from the Levant to the Caspian. Some 60,000 men were concentrated at Singapore, and the Prince of Wales and the Repulse had been sent out east; but priority in modern aircraft, in tanks and in anti-aircraft and anti-tank artillery had been accorded to the Nile Valley. Then came some account of what had been decided in Washington. The vanguard of an American army has already arrived in the United Kingdom; the league of 26 United Nations had been formed; measures had been devised to defend our possessions against Japan; and a vast common pool of weapons and munitions, raw materials and shipping had been established. "So (concluded the Premier) it is because I see the light gleaming behind the clouds and broadening on our path, that I make so bold now as to demand a declaration of confidence of the House of Commons as an additional weapon in the armoury of the United Nations."

★ Tragedy of the Repulse and the Prince of Wales

FIRST to follow the Premier was Mr. Pethick-Lawrence (Lab., Edinburgh, E.). After a caustic reference to those who pay lip service to Mr. Churchill's leadership while in fact they are seeking to undermine it, he referred to the anxiety felt about many things, particularly about what has been happening in the Far East.

Why were the Prince of Wales and the Repulse sent to eastern waters without being assured of adequate aircraft protection? It is no answer for the Prime Minister to say that greater aircraft protection than was actually sent was not available; if these important ships could not be properly protected by aircraft, why were they sent at all?

Cmdr. Sir A. Southby (Con., Epsom) declared that it was a fatal blunder to dispatch the capital ships to the Far East. By themselves they could not hope to engage the Japanese fleet. They lacked not only adequate fighter protection but destroyer protection. "I cannot believe that expert naval officers at the Admiralty failed to advise that in the circumstances those ships should be accompanied by an aircraft carrier."

★ 'No Zeal, but—Plenty of Overtime!'

Sir Herbert Williams (Con., Croydon, S.) expressed himself in highly critical fashion. He declared that it was wrong that the Prime Minister should also be Minister of Defence: "You have one man dominating the chiefs of staff who are, after all, only employees whom he can sack at any moment."

This view was strongly rebutted a little later by Mr. Attlee. But, went on Sir Herbert, "I don't want to change the Prime Minister. I want a changed Prime Minister . . ." Then he proceeded to belabour the Civil Service machine.

Whitehall swarms with committees, and they are all reasons for not coming to a decision about something or other. The way in which correspondence is handled in Government departments is quite stupid. I have been a Minister and seen the rotten system at work. But it is tolerated—tolerated by Ministers, nine-tenths of whom have never in their lives earned £500 a year in ordinary industry. No one in the commercial world would ever take the job of a Parliamentary secretary. There is no zeal in our Government departments, but there is plenty of overtime.

★ Russia Has Done It: Why Not We?

Dr. Haden Guest (Lab., Islington, N.) made a pertinent comparison between Britain's position and Russia's.

Does the House not realize that during 20 years or little more Russia has built up out of colonial people, who were in some cases much more primitive than colonial peoples in our own Empire, a vast, powerful, and enthusiastic army which is now repelling the Germans in Russia? Why have we not built up something of the kind in the East? We have had two years to prepare. Why have not these two years been used? How is it that our people in Malaya were so lacking in foresight and knowledge, perhaps so preoccupied with the prices of tin and rubber and so little preoccupied with the defence of Empire interests, that they did not raise the formidable defence force which they might have raised? Why have we not organized the man-power in India and Burma, with their 400,000,000 people?

★ Let Us Cooperate with India's Millions

Mr. S. O. Davies (Lab., Merthyr) also pleaded for the full utilization of "the vast potential arsenal of human and material power that lies undeveloped, unused, and largely treated with contempt, in India."

When the Secretary of State for India tells the public that India is today the main arsenal of war of both the Middle East and Far East, he is not only talking nonsense, but comes pretty near to being charged with deliberately misleading the people of this country. There is one aircraft works in a country that can boast a labour power amounting to 150,000,000 men and women. There may be 1,000,000 men in the Indian Army, but the population of India is 400,000,000. What is the Government fighting for? Is it to make the world safe for free peoples? Are they fighting for the principles that are laid down in the Atlantic Charter? If so, India has the first call on them, not merely humanly speaking, but strategically.

★ 'Don't the Germans Have Dust-Storms?'

Opening the second day's debate, Sir J. Wardlaw-Milne (Con., Kidderminster) protested against the "flights of fancy" indulged in by the authorities at Singapore. "If the Commander-in-Chief knew that we were not ready he should have kept his mouth shut." Then he turned to an interesting side-issue.

Nothing has disgusted me more in the last few weeks than some of the communiqués which we have read. I realize that in Libya the weather has been bad. It is right that we should be told that it has been bad. But you would think, to listen to the statements that we get from the B.B.C., that the dust-storms fall only on the British troops and that the Germans never had a dust-storm; and again that it is "not cricket," that it is "hitting below the belt," for the Japanese to land in sampans and proceed up creeks. Really these things are very childish . . .

For the rest, Sir John's speech was devoted to a criticism of our industrial effort.

Our production has gone up tremendously, "but when the Prime Minister says it is four or ten times, or whatever it was, more than it was in 1917 he might as well tell us that it is 100 times more than it was in the Boer War, or a thousand times what it was at Agincourt . . .

★ Did Malaya Go Short for Russia's Sake?

As so often in recent months, Mr. Shinwell (Lab., Seaham) was highly critical. Why not two votes of confidence? he asked, one in the Prime Minister and another in the remaining members of the Government. Probably 90 per cent of the House would vote for the Prime Minister; probably 95 per cent of Hon. Members would vote against the second—and they might include the Prime Minister, who, presumably, knows his Government . . . Mr. Shinwell was particularly contemptuous of the suggestion that the Far East had been deprived of supplies because of our Russian commitments.

This is surely fantastic. Apart from some raw material, it was only in September that we began to assist Russia with aircraft and tanks, and then obviously only in small quantities. In the time available it is doubtful whether we have sent to Russia much more than 1,000 aircraft, 1,000 tanks, and probably the same number of guns. This is only about a couple of weeks' production, that is, if the Government's declarations about our rapidly extending output are accurate. It is only chicken feed in relation to the vast needs of our ally in her epic-making resistance.

★ We Have 18,000,000 Men, the Axis Has 15,000,000

Mr. Noel Baker (Lab., Derby) declared that the salient factor of the present situation was the predominance of the Allies.

On the most conservative computation, the United Nations have 18,000,000 men in arms, mobilized, trained, equipped. The Axis cannot have more than 15,000,000; and 3,000,000 of them are the reluctant serfs of the senile criminal in Rome. Our production of arms has great defects; but with the production of Russia it must now equal or very nearly equal the output which Hitler can achieve; and on top of that we have the 45,000 tanks and the 60,000 aircraft which President Roosevelt has promised for this year. We have still vast unmobilized resources; the Axis Powers have none.

So the great debate drew to a close. There were many more speeches, filled with criticism for the most part, but criticism professing to be of the most helpful kind. Then on Jan. 29 the Prime Minister made his reply. No one could say that it had not been a necessary debate, he said. Many would think it had been a valuable one. He had heard or read every word, and declared himself ready to profit to the full from the many constructive and helpful lines of thought that had been advanced. "I shall not be like the saint, to whom I have before referred in this House but whose name I have unhappily forgotten, who refused to do right because the devil prompted him. Neither shall I be deterred from doing what I am convinced is right by the fact that I have thought differently about it in some distant, or even in some recent, past." Already he had one change to announce—the appointment of a Minister of Production [Lord Beaverbrook].

Then he came to the question of the sinking of the Prince of Wales and the Repulse. If Admiral Tom Phillips's action had been successful, the invasion of Malaya would have been paralysed at its birth. "In the opinion of the Board of Admiralty the risks which Admiral Phillips took were fair and reasonable, in the light of the knowledge which he had of the enemy, when compared with the very urgent and vital issues at stake on which the whole safety of Malaya might have depended . . . I could not bring myself to pronounce condemnation of his audacious, daring action."

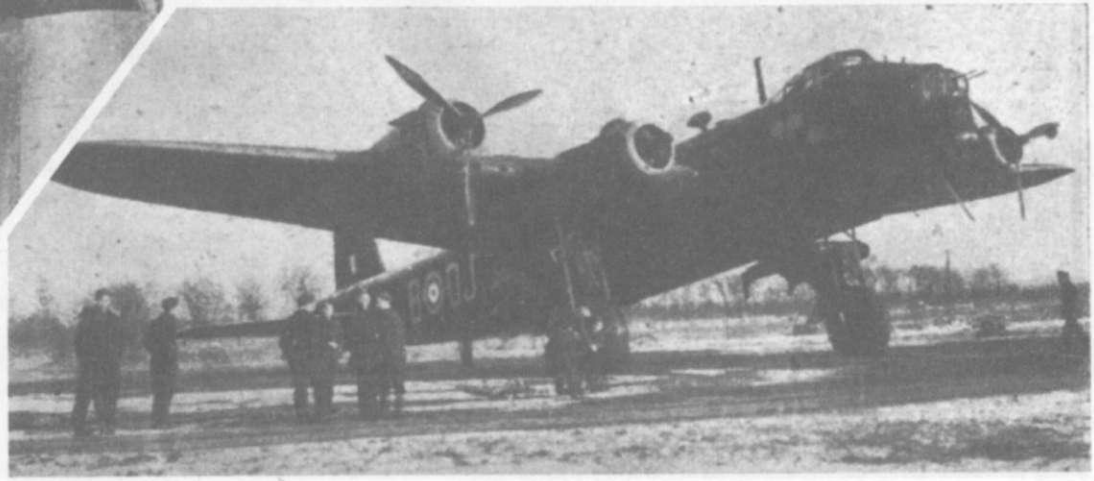
The Prime Minister concluded with an avowal of confidence that we shall bring this conflict to an end in a manner agreeable to the interests of our country and the future of the world. "I have finished. Let every man act now in accordance with what he thinks is his duty in harmony with his heart and conscience." On the House being divided, 464 voted for the motion of confidence and one, Mr. J. Maxton, against.

Women are Making Britain's Giant Bomber

On the left is a general view of the erecting shops in one of the many factories of the Ministry of Aircraft Production where Short Stirling bombers are being turned out in ever-increasing numbers. Here, in the assembly bay, the giant bombers are taking shape. The Stirling was designed by Short Bros., Ltd., in response to the Air Ministry's demand for a plane that would carry a huge bomb load a long way at great speed. Its maximum speed is officially given as approx. 300 m.p.h., its range as over 2,000 miles, and its bomb capacity as eight tons. Its designer is Mr. A. Gouge, Deputy Chairman of Short Bros., Ltd.

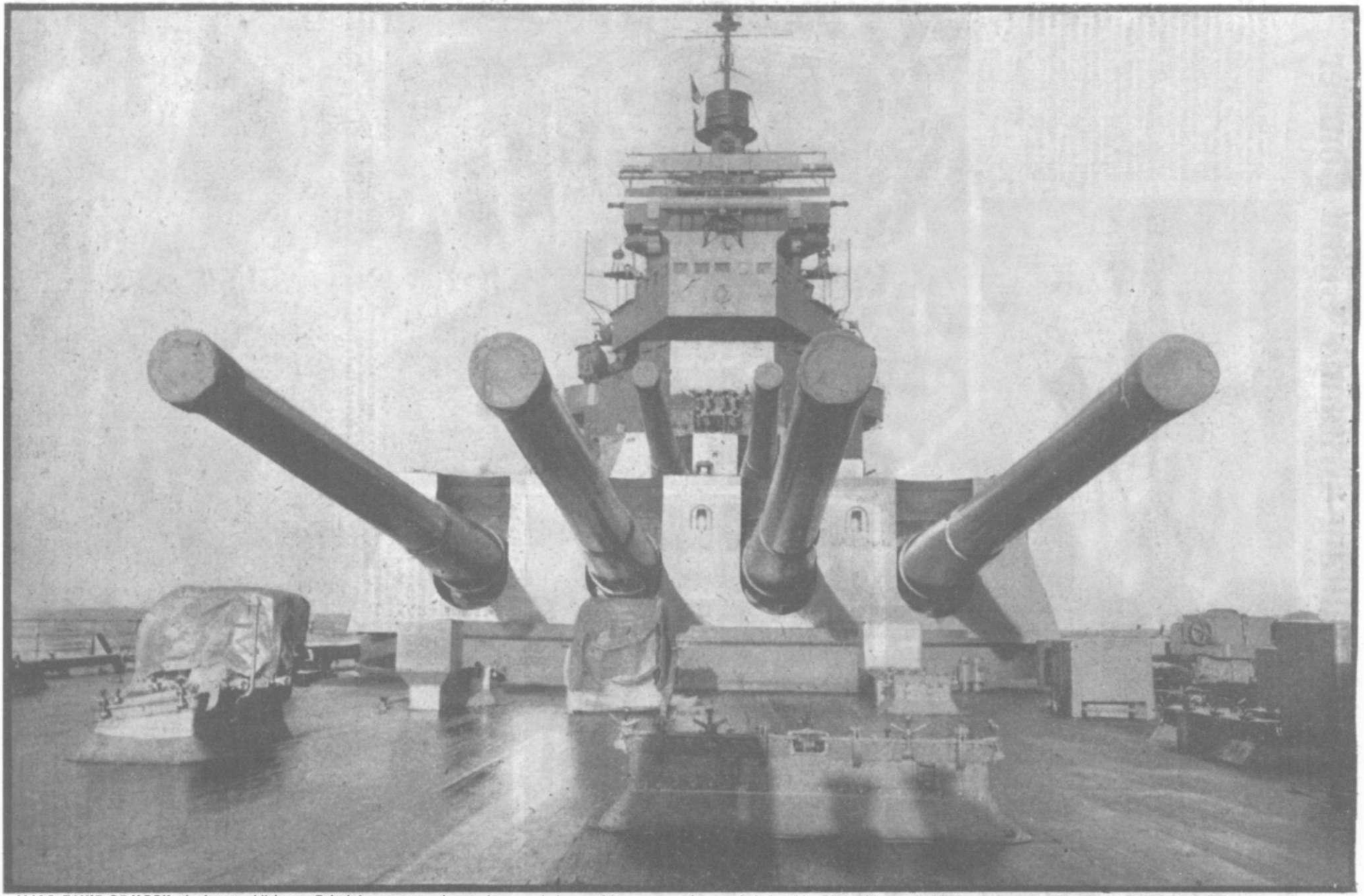
A great part of the construction of these giant bombers is done by women and girls, some of whom are here seen working on the fuselage. The main components of these bombers are manufactured in over a score of factories.

Above, women at work inside the fuselage of a Stirling. Left, a husband and wife (Mr. and Mrs. Martindale) are working together at the construction of one of these giants of the air.



SHORT STIRLING ready to take off on another raid. It has a triple bomb-bay, 42 ft. 7 ins. long, underneath and three subsidiary racks in each wing. Eight Browning guns are mounted in hydraulically-operated turrets in the nose, in the rear, and on top of the mid section of the fuselage.

Photos, P.N.A., The Daily Mirror, Wide World, Planet News



H.M.S. DUKE OF YORK, the latest addition to Britain's sea power, is now in commission, and it was recently revealed that Mr. Churchill travelled in her across the Atlantic on the occasion of his visit to America. Laid down in May 1937 the Duke of York is a sister ship of the King George V and the ill-fated Prince of Wales. This new battleship has a displacement of 35,000 tons and her armament includes ten 14-in. and sixteen 5·25-in. guns. She carries four aircraft launched by catapult. Her normal complement is 1,500. This photograph of the Duke of York was taken looking towards her forward gun turrets. Her commander is Capt. Cecil Harcourt, R.N., who was appointed Director of the Operations Division at the Admiralty soon after war broke out.

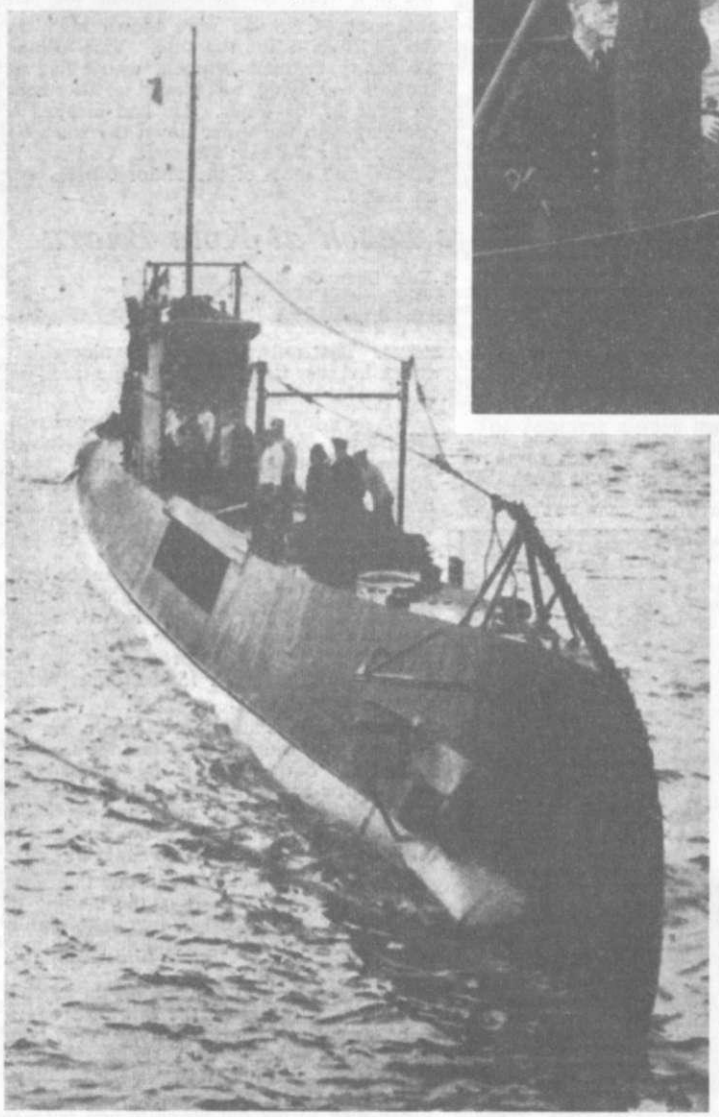
Photo, British Official: Crown Copyright

Meet the Men of Queen Wilhelmina's Navy

NETHERLANDS ARMS, with the proud device "I will uphold," on the bridge of the Dutch ship Van Meerlant, serving with the Royal Navy.

DUTCH MECHANICS at a Royal Dutch Naval Air Service operational base in Scotland have a lift on the bomb tractor. Dutch and Dutch Colonial airmen are working in close cooperation with the R.A.F.

Lieut.-Commander J. F. van Dulm, captain of a Dutch submarine cooperating with the Royal Navy in the Mediterranean which on the night of Nov. 28 1941, sank the German submarine U.95.



THE DUTCH SUBMARINE which torpedoed and sank the German submarine U.95 in the Mediterranean is seen, left, arriving at a British port. On the right, Kapitanleutnant Gert Schreiber, captain of the U.95, steps ashore to go into captivity, followed by the survivors of his crew. The torpedo fired by the Dutch vessel sank the U.95 in six seconds.

Photos, British Official; Crown Copyright; Planet News

I Was There! .... Eye Witness Stories of the War

With Unbelievable Suddenness the Barham Sank

Told by Capt. C. E. Morgan of the Valiant to Massy Anderson, Reuter's special correspondent, this dramatic story of H.M.S. Barham's sinking off Sollum on Nov. 25, 1941, has a tragic interest in that Mr. Anderson himself went down in the Galatea a few weeks later.

IT was like something one sees on the films [Captain Morgan of the Valiant said to Reuter's correspondent, Massy Anderson]. The 35,000-ton ship disappeared with unbelievable suddenness; it was only 4 minutes 35 seconds exactly from the moment the torpedoes struck until she had completely disappeared.

Our battleships were proceeding westwards line ahead, with the Valiant immediately astern the Barham and with a destroyer screen thrown out ahead of the battle fleet. At 4.23 p.m., carrying out a normal zigzag, we turned to port together, thus bringing the ships into echelon formation.

Suddenly, at 4.25, I heard a loud explosion, followed by two further explosions a couple of seconds later. Fountains of water and two enormous columns of smoke shot skywards. The smoke formed an enormous mushroom, gradually enveloping the whole of the Barham, except the after part, which was subsequently also blotted out as the ship slid into a vast pall of smoke.

As the explosions occurred the officer on watch gave the command "Hard to port," to keep clear of the Barham.

Fifteen seconds later I saw a submarine break the surface, possibly forced there by the explosion. Passing from left to right, the submarine was apparently making to cross the Valiant's bows between us and the Barham. He was only about seven degrees off my starboard bow and 150 yards away, though he must have fired his torpedoes from about 700 yards.

As the periscope and then the conning-tower appeared I ordered "Full speed ahead, hard starboard." But, with the helm already hard to port, I was unable to turn quickly enough to ram him before he crash-dived only 40 yards away on our starboard side. The submarine was visible for about 45 seconds, and, simultaneously with our ramming efforts, we opened fire with our starboard pom-poms. He was so close, however, that we were unable to depress the guns sufficiently and the shells passed over the conning-tower.

I then gave the order "Amidships," again to avoid turning into the Barham, which was still under way with her engines running but listing heavily to port. As we came up on her beam she heeled further about 20 or 30 degrees, and through the smoke I could see all her quarter-deck and forecastle. Men were jumping into the water and running up on the forecastle.

The Barham was rolling on a perfectly even keel with neither bows nor stern sticking into the air. For one minute she seemed to hang in this position; then, at 4.28, she suddenly rolled violently, her mainmast striking the surface of the sea sharply a few seconds later.

I saw water pouring into her funnels. There followed a big explosion amidships, from which belched black and brown smoke intermingled with flames. Pieces of wreckage, flung high into the air, were scattered far and wide, the largest piece being about the size of my writing-desk. I immediately ordered "Take cover" as the wreckage started flying, and that was the last we saw of the Barham, which had run almost a mile since the moment she was hit.

When the smoke cleared the only signs left were a mass of floating wreckage.

The screening destroyers, which were some distance ahead of the battleships, sped back and dropped depth charges, while the others picked up survivors. The destroyer flotilla leader, Jervis, came racing down my starboard side asking for the submarine's position, but by this time we had drifted a long way past the spot where he dived, and it was impossible to give the exact location.

I think the torpedoes struck between the mainmast and the funnel, and the final explosion was probably the six-inch magazine going up, as the explosion was not loud enough for 15-inchers. Had it been the latter I should probably not be here myself, as we were only three cables (600 yards) distant.

The speed with which the Barham sank led to a heavy toll of lives, some 700 being lost. Many of the 600 survivors had remarkable escapes. Some were blown high into the air from inside the ship. Vice-Admiral Sir Henry Pridham-Wippell, whose flag the Barham was flying, was picked up after being an hour in the water. He had escaped by climbing into the water down the starboard glacis. The Barham's captain, Capt. G. C. Cooke, and most of the senior officers were all killed.

Malayan native soldier of the British forces shows his approval on finding the wreckage of a Japanese plane shot down in Malaya.
Photo, British Official

How We Fought on the Beach at Kota Bharu

The story of the Japanese landing at Kota Bharu in Malaya and of the gallant fight our men put up against overwhelming odds is told below by the Brigadier in charge of the British forces.

WE were up against the possibility of landings anywhere on 35 miles of coastal beaches, all eminently suitable for landings.

I saw the biggest threat as being most likely to come from the beaches south of Kota Bharu. Our railhead was at Kualakrai, 42 miles distant, where we had considerable stores. That railway was most vulnerable to attack because it was only a single track and had several bridges.

We were just about to be reinforced when the Royal Australian Air Force located Japanese transports off Cambodia Point. Four ships were seen 100 miles north of Kota Bharu moving southward, and about an hour before midnight on Dec. 7 the beach look-out posts reported ships offshore.

Next morning one 18-pounder on the beach opened fire against the ships. I informed the commanding officer at the R.A.F. station and the Australian Air Force. Hudsons went off to attack. The first sortie failed, but just before dawn they hit a 15,000-tonner, which burned all day long.

Meanwhile, fighting had begun on the beaches. One Indian officer said the Japanese landed 60 barges drawn by motor-boats. Each motor-boat carried an anti-aircraft gun, and each barge held 60 men, making a total landing force of 3,600. I am inclined to think that may have been an exaggeration.

Previously we had blacked-out the whole district, but on the night of the landing the Company Commander saw two lights shining above a house in a high position, providing a guide to the enemy.

The Japanese also entered Kuala Paamat, a small bay south of the entrance to the Kelantan River, thus escaping our land-mines. We attacked with artillery, mortars and machine-gun fire from pill-boxes.

My men in the pill-boxes fought with the utmost bravery either until they were killed or until their ammunition ran out. I sent

H.M.S. BARHAM was sunk by torpedoes off Sollum on Nov. 25, 1941. In this page Capt. Morgan of the Valiant, which was steaming immediately ahead of the Barham when she was hit, tells the dramatic story of her sinking. H.M.S. Barham was a battleship of the Queen Elizabeth class, completed in 1915 and later reconstructed. *Photo Wright and Logan*

IN MALAYA the British forces, though heavily outnumbered, and without sufficient air support, gave an excellent account of themselves, as is evident from the story of the fighting at Kota Bharu given in these pages. Heavy floods added to their difficulties, and on the left a convoy of 25-pounders is seen on a flooded road, while the nature of the terrain in which the British were fighting is shown, right, where a gun crew are manoeuvring their piece into position among dense tropical growth. *Photos, British Official; Associated Press*

reinforcements to restore the pill-boxes at the river mouth, where the Japs also landed, but could not do so effectively. We did pin the enemy that day, but it was impossible to throw him out.

Four squadrons of planes came up to help us, while six Wildebeeste torpedo-bombers took off, but were unable to do any damage. Meanwhile, the three aerodromes were being heavily bombed. There were 27 casualties from one bomb alone.

During the morning there came reports of 20 more ships seen just off land.

By the evening we had lost half our air strength either on the ground or in air combat. By 8 p.m. on Dec. 8 our air arm had ceased to function, but the Japanese bombers were still coming over, I believe from land bases.

The next day the R.A.F. and the Australian Air Force were ordered to fly off all serviceable aircraft because of the air superiority of the enemy. This was most serious from my point of view. I had reports that hundreds of Japanese were now detraining across the Thai border, while the smoke of ships, including Japanese warships, had been sighted behind the small islands lying off the coast.

We withdrew to our second line running south-east from Kota Bharu to the coast. The Japanese attacked heavily with fresh troops, and some of my men on the right flank were cut off. We were forced to drop back to the Kochong line, which we held for 96 hours. We then had to drop back to Machang because the Japanese were filtering round our flanks to the rear. At Machang we held on for two more days.

Our next withdrawal was to the Nal River, five miles north of Kualakrai. On the following day one of our patrols, consisting of four Bren-carriers, was wiped out by the Japanese with hand grenades. The crews were killed by tommy guns. The Japanese climbed trees and ambushed the patrol, dropping grenades on each machine.

They started to bomb Kualakrai then. We launched a counter-attack, which was unsuccessful. Next day we began to leave Kualakrai and spent the night at Manikurai. We blew up the railway bridge, but also bombed the railway at three points behind us and hit two trains.

The Japanese always had local numerical superiority. Our posts at Kota Bharu fought with the greatest bravery until overrun by the enemy.—*The Daily Mail*

Ivan Is an A.R.P. Warden in Moscow

Of all Moscow's A.R.P. wardens, none is better known than Ivan Semyonovich. So well known is he that the Soviet journalist Yozovsky decided to make his acquaintance. This is his account of the interview reprinted from the Soviet War News.

THERE was no trouble in finding him. You only had to mention his name and everyone said: "Oh, yes—you want Ivan Semyonovich—certainly, right this way."

I arrived at an A.R.P. post. A bunch of fine strapping lads were there, strong and capable-looking. Their leader must be a hero of a chap, I thought.

Imagine my surprise when I met Ivan Semyonovich—a puny little grey-haired old man. He was quick to notice my embarrassment and read my thoughts. "Yes," he said, a little defiantly. "I am sixty-four years old and retired on a pension. I used to be a house-painter."

It appears that when war was declared he went to his house committee and presented the following document which he had composed himself:—

"In view of the scoundrelly attack of Hitler's gangs on our Socialist fatherland of working people, I declare myself mobilized until the final annihilation of the Fascist abomination. I undertake to fulfil all obligations in the defence of houses from air attack.

(Signed) IVAN SEMYONOVICH FEDOSEYEV.
June 22, 1941."

Then he got busy. He collected fire equipment. He collected people to use it. He showed the people how to work the equipment. I asked him how he did it all.

"It's a question of the right approach," he said, twirling his grey moustache. "That's what you need in dealing with people. For instance, we had one chap in our house, a very respectable citizen—yes, you should see his grand whiskers—but full of the wrong ideas.

"As soon as it got dark he used to make a bee-line for the air-raid shelter. Never mind, I thought to myself, I'll cure him. I tipped off the women in the shelter—and they knew what to do. They gave it to him good and proper. Pretty soon he came slinking along. 'Ivan Semyonovich,' he says, 'for goodness' sake give me something to do. Those women will be the death of me.' Well, now he's manning a hose at the top of the house, as brave as they make them. That's the right approach for you."

So we went up on the roof. I realized then that the roof was to Ivan Semyonovich like a ship's bridge is to a captain. Everything was in ship-shape order: spades, axes, hooks, fire-tongs, piles of sand, fire-hoses and stirrup-pumps.

His eye landed on an empty bucket. "Hey, Sasha—what's this?" "Plenty of time to refill it before nightfall," said Sasha. "That's what you say. And supposing the siren goes this minute . . . what then? Go on, jump to it, lad!"

Advising, prompting, scolding—he kept everyone busy and happy. Talkative, full of jokes and good cheer—that's the captain of this A.R.P. group. He walked about the roof as he talked to me, twirling his moustache, waving his arms and paying no attention to me whatever. I might have fallen over the parapet and the captain would still go on talking.

When I sat down he took this for a sign of weakness. "Feeling a little tired," he said. "Poor chap. It's on account of your youth. When you reach my age you'll have more strength and experience. Who knows—you might even be appointed an A.R.P. chief!"

'Always a Cheery Word'

I heard afterwards how during a raid he had worked all night, going from point to point, helping wherever the danger was greatest. Always a cheery word of encouragement. No wonder the people in his team are so fond of him. When one of his men was burned on the face he helped to tend him. "There'll be a red mark there," the man said. "Where . . ." cried Ivan Semyonovich. "I can't see any red mark. Nonsense, man—you're handsomer than ever."

When I left this unheroic-looking, sixty-four-year-old hero, I mentioned that I intended to write something about him in the papers. He beamed with pleasure.

"Now that's fine," he said. "That's what I call the right approach." Coming closer to me, he added in a confidential whisper. "You can't imagine how nice it is to read about yourself in the papers. Gives you a real thrill."

So here is a little testimonial to one of the many Muscovites, old or young, man or woman, who have sprung out of obscurity into the front line of battle—the battle against the fire-bomb and the high-explosive. In Moscow, as in London, the Ordinary Man is doing his bit.

Editor's Postscript

HAPPENED to be reading the most illuminative thing I've ever read about Rudyard Kipling, T. S. Eliot's essay with which he prefaces A Choice of Kipling's Verse, when the six o'clock news was turned on " and this is Wilfred Pickling it " . . . or words to that effect. " In Burma we have withdrawn from Moulmein . . . ." I'd heard enough for the moment. Turned to page 187 and read, for possibly the 187th time, Mandalay:

By the old Moulmein Pagoda, lookin' lazy at the sea,
There's a Burma girl a-sittin', and I know she thinks o' me ;
For the wind is in the palm-trees, and the temple bells they say :
" Come you back, you British soldier ; come you back to Mandalay ! "

WHAT memories these words awaken! First read and re-read in the 'nineties . . . Franklin Clive, in that rich bass of his, now so long mute, singing the song time and again at the old Savage Club to a noble tune composed by a Brother Savage . . . somebody later setting it anew (as somebody always will) to a tune that seemed to destroy its rhythm and could not be listened to by those of us who were caught by the first setting . . . One is tempted to ask how Kipling would have reacted to the events now happening in the East. A vain thought, perhaps, for it would not have been the Kipling of Barrack Room Ballads who would have made " great verse " of them. That ichor of enthusiasm, which inspired our prophet of empire in his early spontaneous poetry, is a stuff that does not endure. Perhaps the events of our strange new times are too great even for great poetry. They seem to have overwhelmed the imagination of our best living poets.

MORE than once I have expressed my disappointment at the extent to which the horse is still being used in war. The thoroughness with which British cavalry and the R.H.A. had been mechanized was, no doubt, the reason for my hoping that horses, these innocent victims of Man's inhumanity, would be less involved in the last great killing time. But the use being made of them in the German, Polish, Russian, Italian, Yugoslavian and other armies has shown how unfounded was my hope. While I can rejoice wholeheartedly in the killing of Germans and am glad that their Fuehrer holds them as low in his esteem as the Kaiser who dubbed them cannon fodder, I hate to think of the horses they are sacrificing, for whom I feel equal sympathy with the Russian horses that are doomed to slaughter in the defence of our Soviet allies. The swift death of any creature, man or beast, by bullet or bomb, matters little: what horrifies the mind is the prolonged agony that has to be borne by the mangled bodies on the battlefields before merciful death arrives. The Russian loves his horse just as the British trooper makes a chum of his mount, whereas to the dehumanized Hitler-bred soldier the horse is merely a means to an end, while the Italian and the Spaniard are traditionally and instinctively cruel to their animals.

ONLY recently I realized that a considerable proportion of the horses used by the Nazis are Irish-bred. Thanks to a young Irish girl, who is a keen lover of horses and writes me most surprising letters from time to time, have I been put wise in this regard. She tells me, for instance, that four members of the German Jumping Team who attended the Dublin Horse Show in August 1939 arrived some months earlier in Eire and were frank enough to admit to a reporter of The Cork Examiner that they were buying up horses for the Nazi army. Rittmeister Brickmann, one of the team, told a relative of hers at the show that they had to round up their purchases and get them shipped to Germany before the end of the following week, which, as she points out, would just allow these Irish horses to get to Germany one week before Hitler decided to " put a stop to this lunacy " in Poland. " Anyway," she goes on, " I saw in an Irish paper, about a week after war was declared, that the last of the 10,000 horses bought by these Germans in this country had arrived at Hamburg. The last one disembarked was a fine grey mare, bought at Clonmel Fair, and the Germans had painted ' Clonmel ' on her side in green letters."

GEN. DOUGLAS MacARTHUR, intrepid leader of the American and Filipino forces in the Philippines, commanded the famous Rainbow Division on the Western Front in the last war.
Photo, Central Press

MY young correspondent gives practical evidence of her interest in horse lore by sending me an article, published in the magazine, Riding, for April 1939, entitled " Horses in the Next War." From this it is clear that the Nazis would have an eye to the rich booty awaiting them in the shape of horses as soon as they got hold of Yugoslavia with its more than one million horses, Poland and Rumania also having immense herds of horses to be seized for war transport and cavalry remounts. The concluding paragraph of the article in Riding (it was written by Mr. Eric Hardy, F.Z.S.) is worth reprinting in this connexion :

For the last few years the Germans have been buying horses and have added a troop of mounted infantry to each regiment of foot, and stocky Norwegian-bred pack-horses are being imported for mountain warfare. Many of these were used in the march into Austria. She is also relying upon them in the event of a long war and shortage of motor fuel. The British Army has kept but two regiments of regular cavalry, besides those of the Household, as sufficient ! The Swiss, like the French, are using cavalry in conjunction with their mechanized troops, but the British Army's almost complete discarding of the horse has caused amazement abroad. Are we so sure we shall never be called upon to fight in hill country ?

I HOPE that I am not lacking in humour, but I often wonder why some of the Government appeals to common sense and common decency are so designed and worded as to suggest that the mass of the public are nitwits or cretins. If it is necessary to spend large sums and valuable time of artists and technicians in producing posters warning people not to sneeze in one another's faces, not to tear off the protective netting on buses and trains, not to walk off fast travelling transport in the black-out, not, in fact, to behave like lunatics or worse, one is forced to wonder whether education is of the slightest use. That some people do destroy the netting applied to glass for their protection is obvious to any traveller, but I am inclined to think that a heavy fine or term of imprisonment would be far more effective and economic than a poster widely circulated at a time when there is supposed to be a paper famine. I am not amused by these general reflections on the intelligence of the herd, and they are certainly not true of the majority of Britons. If they were, our plight would indeed be hopeless. Humour and wit are aids to the strain and fatigue of life at all times, but they are worthy of better subjects than criminal idiocy or foul manners which need a drastic cure or correction and not a semi-sympathetic guffaw.

" BORROWING " grows apace. One of the later developments is the pinching of hotel reading-room periodicals by guests. I mentioned to a floor waiter at a West End hotel yesterday that, although I had often seen the weekly illustrateds lying on the hall porter's counter, boldly stamped with the hotel name, and ready for placing in the reading-room, it was months since I had found any one of them on the table, where the chief reading matter consisted of copies of The Plumbers' Record, Chamber of Commerce Journal, Undertakers' Gazette, Gas World, and such like. " Quite right, sir," said he, " these are never, never taken away, but The Tatler, Sketch, Illustrated London News, Sphere, and Punch usually disappear the same day as they are placed on the reading-room table. Sometimes we are lucky enough to find one or other of them in a bedroom." Thus scarcity makes " borrowers " of us all. I am apprehensive that a day may come when it will be risky to leave one's shoes at the bedroom door. Fortunately that day is not yet. Meanwhile, keep an eye on your overcoat in any restaurant now unless you have committed it to the care of the cloak-room attendant.

Printed in England and published on the 10th, 20th, and 30th of each month by the Proprietors, The Amalgamated Press, Ltd., The Fleetway House, Farringdon Street, London, E.C.4. Registered for transmission by Canadian Magazine Post. Sole Agents for Australia and New Zealand : Messrs. Gordon & Gotch, Ltd. ; and for South Africa : Central News Agency, Ltd. February 20th, 1942. S.S. *Editorial Address:* JOHN CARPENTER HOUSE, WHITEFRIARS, LONDON, E.C.4.